



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 12, 1906.

## NOTICES TO MARINERS.

THE following Notices are published for general information.

CALCUTTA, the 7th September 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

### AFRICA, NORTH-EAST—GULF OF ADEN.

*Aden anchorage—Channel buoys.*

No. 331 (first publication).—With reference to Notice to Mariners No. 305, dated 28th August 1906, issued by this office, the following further notice (No. 85 of 1906) has been issued by the Bombay Government:—

“For the bearing of Clock Tower from No. 3 Eastern buoy read S. 27 E. (T) and not S. 27 W. (T).”

### PACIFIC OCEAN, SOUTH—NEW CALEDONIA.

*Port Noumea approach—Amédée beacon removed.*

No. 332 (first publication).—The British Admiralty has given notice (No. 845 of 1906) that the red beacon surmounted by a ball on Amédée shoal, port Noumea approach, formerly situated about half a mile westward of Amédée lighthouse, has been removed.

Approximate position, lat. 22° 28½' S., long. 166° 27½' E.

This Notice affects the following Admiralty Charts:—New Caledonia, No. 936b; Uen island to St. Vincent bay, No. 2907; approaches to port Noumea, No. 2069; Also, Pacific Islands, vol. II, 1900, page 315.

### PACIFIC OCEAN—THE PHILIPPINE ISLANDS—NEGROS—ILO ILO APPROACH.

*Tomonton point shoal—A buoy placed to mark it.*

No. 333 (first publication).—The British Admiralty has given notice (No. 847 of 1906) that a black conical buoy marked “No. 1” depth of 4½ fathoms to mark the edge of the shoal extending from Tomonton point, in a position from which Tomonton point bears S. 53° E., distant 3 miles, and Calabazas light N. 35° E. Vessels should not pass to the eastward of this buoy.

Approximate position, lat. 10° 56' N., long. 122° 54½' E.

(Variation 1° Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Sulu or Mindoro sea, No. 2578; Also, Eastern Archipelago, part I, 1902, page 267.

## CHINA, EAST COAST—SHANTUNG—KYAU CHAU BAY.

*Shantung—Wireless Telegraph station established.*

No. 334 (first publication).—The British Admiralty has given notice (No. 848 of 1906) that a wireless telegraph station has been established at the Signal Station, Tsingtau, Kyau Chau bay, the call signal being K.T.S.

Approximate position, lat.  $36^{\circ} 4' N.$ , long.  $120^{\circ} 19\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—Kyau Chau to Miao tau strait, No. 1255; Kyau Chau bay, No. 857; Also, List of Lights, part VI, 1906, page vii; and China Sea Directory, vol. III, 1904, page 533.

## PACIFIC OCEAN—THE PHILIPPINE ISLANDS—SAMAR, WEST COAST.

*Katbalogan approach—Bury established.*

No. 335 (first publication).—The British Admiralty has given notice (No. 849 of 1906) that a red conical buoy has been established in a depth of  $7\frac{1}{2}$  fathoms off the north-western edge of Lutao reefs in the approach to Katbalogan; it has been placed on the chart at a distance of  $1\frac{1}{2}$  miles S.  $56^{\circ} W.$  from Anas point.

The beacon marking the western reef was destroyed in 1905, and apparently it has not yet been restored.

Approximate position, lat.  $11^{\circ} 46\frac{1}{2}' N.$ , long.  $124^{\circ} 49\frac{1}{2}' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—San Pedro bay to Libukan islands No. 2987; ports in the Philippine islands, Katbalogan, &c., No. 1622; Also, Eastern Archipelago, part I, 1902, page 360; and Supplement, 1906, page 28.

## AUSTRALIA—VICTORIA.

*Port Phillip entrance, west channel—Shoal marked by buoy.*

No. 336 (first publication).—The British Admiralty has given notice (No. 850 of 1906) of the existence of a shoal head, with a depth of 13 feet over it at low water in the West channel, port Phillip entrance, situated in a position from which Swan island beacon bears S.  $82^{\circ} W.$ , distant  $9\frac{1}{16}$  cables, and Popes eye fort S.  $16^{\circ} W.$  This head has been marked by a black can buoy close to its north-eastern side.

Approximate position on chart No. 309, Swan island beacon, lat.  $38^{\circ} 15\frac{1}{4}' S.$ , long.  $144^{\circ} 41\frac{3}{4}' E.$

There is another head, with a depth of 13 feet over it, situated one cable N.  $24^{\circ} E.$  from the above. These heads form part of a narrow ridge about  $1\frac{1}{2}$  cables long in a northerly and southerly direction.

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Port Phillip entrance, Nos. 1171a, 2747; port Phillip, West channel, No. 309; Also, Australia Directory, vol. I, 1897, page 449, and Supplement, 1900, page 17.

## AUSTRALIA—NEW SOUTH WALES.

*Newcastle harbour—Normal depth in entrance restored.*

No. 337 (first publication).—With reference to Notice to Mariners No. 282, dated 10th August 1906, issued by this office, the British Admiralty has given further notice (No. 851 of 1906) that the normal depths in the fairway of the entrance to Newcastle harbour having been restored, the signals made from the Pilot station will indicate each foot of rise or fall above 20 feet as before.

NOTE.—As the depths in the channel are liable to change, the signals are consequently subject to alteration.

Approximate position, lat.  $32^{\circ} 55' S.$ , long.  $151^{\circ} 48' E.$

This Notice affects the following Admiralty Chart:—Newcastle harbour, No. 2119; Also, Australia Directory, vol. II, 1898, pages 80, 81.

RED SEA, WESTERN SHORE—SAWAKIN APPROACH.

*Towartit, north reef—Beacon disappeared.*

No. 338 (first publication).—The British Admiralty has given notice (No. 870 of 1906) that on July 16th the North Towartit reef beacon, in the approach to Sawakin, which had been washed away some six months previously, had not then been replaced.

NOTE.—The attention of Mariners is called to the note on the chart respecting the unreliability of buoys and beacons in this locality.

Approximate position, lat.  $19^{\circ} 31\frac{1}{2}'$  N., long.  $37^{\circ} 19'$  E.

This Notice affects the following Admiralty Charts:—*Mersa Durer to Trinkitat*, No. 81: Also, *Red Sea, &c., Pilot*, 1900, page 155.

EASTERN ARCHIPELAGO—BORNEO, NORTH-WEST COAST.

*Labuan—Information respecting shoals in approach.*

No. 339 (first publication).—The British Admiralty has given notice (No. 871 of 1906) respecting the undermentioned shoals to the northward of Labuan island:—

- (a) The shoal, with a depth of 3 fathoms over it, shown on the chart at a distance of about 6 miles N.  $43^{\circ}$  E., from Bethune head, has been unsuccessfully searched for, depths of 10 fathoms being found over the position; this shoal has therefore been expunged from the charts.

Approximate position, lat.  $5^{\circ} 28'$  N., long.  $115^{\circ} 19'$  E.

- (b) Growler bank has been unsuccessfully searched for, a depth of 10 fathoms having been found over the position.

The shoal with  $4\frac{1}{2}$  fathoms, situated  $1\frac{1}{2}$  miles to the westward of the Growler patch, has been examined. It is found to be about one mile in extent, with a least depth of  $4\frac{1}{2}$  fathoms over it, situated 4 miles S.  $36^{\circ}$  W. from the highest islet on Nosong shoal; this patch has therefore been named Growler shoal, and the former erased from the charts.

Approximate position, lat.  $5^{\circ} 39\frac{1}{2}'$  N., long.  $115^{\circ} 27'$  E.

- (c) Shoal water extends to the northward of Burong island, there being a depth of 5 fathoms, situated at a distance of  $3\frac{1}{2}$  miles N.  $15^{\circ}$  E. from that island.

Approximate position, lat.  $5^{\circ} 49\frac{1}{2}'$  N., long.  $115^{\circ} 41'$  E.

- (d) Shoal water extends for a distance of  $1\frac{1}{2}$  cables to the southward of Udar island. A beacon has been erected near the southern edge of this shoal water, about  $1\frac{1}{2}$  cables S.  $30^{\circ}$  W. from the southern extremity of the island.

Approximate position, lat.  $6^{\circ} 4'$  N., long.  $116^{\circ} 4'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*China Sea*, No. 2660b; *Barram point to Nosong point*, No. 2109; *Nosong point to Ambong bay*, No. 2111; *Labuan island*, No. 1844; *Lulut point to Gaya head*, No. 955: Also, *China Sea Directory*, vol. II, 1899, pages 165, 166, 167, 168, 172; and *Supplement*, 1901, pages 6, 7.

The 7th September 1906

CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Ta lien hwan—Limits of, and Regulations for—*

No. 312 (second publication).—The British Admiralty has given notice (No. 123 of 1906) that the following regulations are in force respecting Ta lien hwan, which has been divided into the undermentioned districts:—

DISTRICTS.

- (a) The first district is the water area westward of an imaginary line running S.  $16^{\circ}$  W. from the eastern extremity of Liu shu tun to West Entry point.
- (b) The second district is the water area included between the Eastern boundary of the first district and two imaginary lines, the first running in a N.  $18^{\circ}$  E. direction from the Eastern extreme of San shan tau to the islet on the northern side of Inner channel, and the second in a N.  $87^{\circ}$  W. direction from San shan tau light to South Entry point.



- (c) The third district is the water area included between the outer lines of the second district and the following imaginary lines: first a line running in a N. 35° E. direction from San shan tau light-house through the islet off Hooper point to Robinson point; secondly, a line running in a S. 72° W. direction from San shan tau light-house to the islet off Cap island, and, thirdly, by a line running in a N. 73° W. direction from the islet to the south-western extremity of Ping tu tau.
- (d) Ta lien hwan roadstead is in Victoria bay, and extends about one mile to the northward of Panter point.

Approximate position of San shan tau light, lat. 38° 51½' N., long. 121° 50½' E.

1. Foreign vessels are prohibited from passing the outer limits of the third district without a permit from the officer in command of the Defence Corps. Junks must also obtain permission.
2. Vessels entering the harbour are not allowed to proceed to the roadstead, described in paragraph (d) at night time without permission of the officer in command of the Defence Corps.
3. Vessels are prohibited from anchoring in the entrance to Ta lien hwan without permission.
4. Vessels intending to enter the First or Second district when within three miles of the harbour limit must hoist their ensigns and signal their names by the International Code, and keep the flags flying until anchored. Vessels leaving the harbour must hoist their ensigns and indicate their names by the same Code. At night vessels must exhibit the lights prescribed by the regulations for prevention of collisions at sea.
5. Vessels must obey the orders of the officer in command of the Defence Corps respecting their movements and berthing.
6. Vessels with infectious or contagious diseases on board which have not received pratique must stop at a distance of more than one mile from Ta lien hwan roadstead, hoist the quarantine flag, and await orders. Should disease break out on board vessels in the First or Second District, the quarantine flag must be hoisted.
7. Rubbish must not be thrown overboard in the First District.
8. Fishing and collecting seaweed is prohibited in the First and Second Districts without permission.
9. The undermentioned, except by authorised officers, are prohibited without permission:—
  - (a) Surveying, sketching, photographing the features of the land and water, and the publication of geographical notes or maps.
  - (b) The construction of piers or wharves, the reclamation or dredging of the foreshore; the digging of hills and grounds; the establishment of buoys, beacons or navigational marks.
10. The following are strictly forbidden:—
  - (a) To damage military building, ships of war or other vessels, or steal or damage military stores within the harbour limits.
  - (b) To spy and divulge the conditions of armament, fortification in the harbour, and military matters generally.
  - (c) To spread rumours, and to act to the detriment of order and discipline in the harbour.
11. Violation of the above regulations renders the offender, and in the case of ships the captain or commanding officer, liable to the punishment prescribed by military penal law.
12. The officer in command of the Ta lien hwan Defence Corps is empowered to enforce these regulations by the institution of bye-laws if necessary.

(Variation 5° Westerly in 1906.)

This Notice affects the following Admiralty Chart:—Kwantung peninsula, No. 1798: also China Sea Directory, vol. III, 1904, page 586.

#### PACIFIC OCEAN.

The Philippine islands—Luzon, east coast—Tabako bay—Malinao—Light established.

No. 513 (second publication).—The British Admiralty has given notice (No. 131 of 1906) that a red fixed light, elevated 31 feet above high water and visible in clear weather from a distance of 9 miles from the bearing of S. 25° E., through south and west, to N. 85° W.,



has been established on a white wooden tripod, 19 feet high, erected on the ruins of an old fort on the beach in front of the town of Malinao, Tabako bay.

Approximate position, lat.  $13^{\circ} 24\frac{1}{2}'$  N., long.  $123^{\circ} 43'$  E.

(Variation Nil in 1906.)

*This Notice affects the following Admiralty Charts:—Molucca passage to Manila, No. 943; San Bernardino and Mindoro straits, No. 2577; Also List of Lights, part VI, 1905, page 111; Eastern Archipelago, part I, 1902, page 381.*

#### PACIFIC OCEAN.

*The Philippine islands—Negros, east coast—Point Jilaitan—Reef to the southward.*

*No. 314 (second publication).—The British Admiralty has given notice (No. 132 of 1906) of the existence of a reef, with depths of from 2 to 15 feet over it, to the southward of point Jilaitan, Negros island, situated at a distance of  $15\frac{1}{2}$  miles S.  $21^{\circ}$  W. from Refugio island centre; this reef is about 150 yards in extent and is surrounded by deep water.*

Approximate position on chart No. 2578, lat.  $10^{\circ} 14\frac{1}{2}'$  N, long.  $123^{\circ} 17'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Molucca passage to Manila, No. 943; Sulu, or Mindoro sea, No. 2578; Also Eastern Archipelago, part I, 1902, page 275.*

#### AUSTRALIA, SOUTH—ST. VINCENT GULF.

*Port Adelaide—Tidal Signals amended.*

*No. 315 (second publication).—The British Admiralty has given notice (No. 137 of 1906) that, on and after 6th January 1906, the tidal signals made at the Pilot signal station, Semaphore jetty, Port Adelaide, would be altered to show the depth of water above or below the depths shown on the Chart as follows:—*

One ball at the south yardarm indicates	...	1 foot.
" " north " "	...	2 feet.
Two balls at the south yardarm indicates	...	3 "
" " north " "	...	4 "
One ball at the masthead indicates	...	5 "
One ball at the masthead and one ball at south yardarm indicates	...	6 "
One ball at the masthead and one ball at north yardarm indicates	...	7 "
One ball at the masthead and two balls at south yardarm indicates	...	8 "
One ball at the masthead and two balls at north yardarm indicates	...	9 "
Two balls at the masthead indicates	...	10 "
Two balls at the masthead and one ball at south yardarm indicates	...	11 "
Two balls at the masthead and one ball at north yardarm indicates	...	12 "
A cone point upwards at either yardarm indicates an additional	...	3 inches.
A diamond at either yardarm indicates an additional	...	6 "
A cone point downwards at either yardarm indicates an additional	...	9 "

At low water a drum will be hoisted at the masthead. Should the water be below the level of low water, the above symbols are used, but the drum is kept up to show that the depth given must then be subtracted from the depths shown on the chart.

*Examples.*—Two balls at the south yardarm and a cone point upwards at the north yardarm shows that 3 feet 3 inches will have to be added to the sounding on the chart to give the depth at that time. One ball at the masthead under a drum indicates that 5 feet will have to be subtracted from the sounding on the chart to give the required depth.

Approximate position, lat.  $34^{\circ} 51'$  S., long.  $138^{\circ} 29'$  E.

*This Notice affects the following Admiralty Chart:—Australia, vol. I, 1897, pages 334, 335.*

PACIFIC OCEAN—CHRISTMAS ISLAND, EAST POINT AND BIRNIE ISLAND.

*Beacons erected.*

No. 316 (second publication).—The British Admiralty has given notice (No. 138 of 1906) that beacons have been erected on the undermentioned islands in the Pacific:—

- (a) *Christmas island*.—A beacon has been constructed on the east point of this island; it has been placed on the chart approximately lat.  $1^{\circ} 55\frac{1}{2}'$  N., long.  $157^{\circ} 5'$  W.

The coast line of Christmas island is reported to be inaccurately delineated on the chart.

- (b) *Birnie island*.—A beacon has been constructed on this island: it has been placed on the chart at a distance of 5 cables to be north-westward of its southern sandy extremity.

Approximate position, lat.  $3^{\circ} 35'$  S., long.  $171^{\circ} 33'$  W.

This Notice affects the following Admiralty Charts:—*Ellice islands to Phoenix islands* No. 1830; *Enderbury island to Christmas island*, No. 3045; *plan of Christmas island* on chart No. 2867; *plan of Birnie island* on chart No. 184; *Also Pacific Islands*, vol. II, 1900, page 247; vol. III, 1900, page 181; and Supplement, 1903, page 12.

EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

*Lariang river—Shoal.*

No. 317 (second publication).—The British Admiralty has given notice (No. 146 of 1906) of the existence of a reef, which dries at low water, situated in a position from which the entrance of Lariang river bears N.  $70^{\circ}$  E., distant 2 miles, and Batugeh point, N.  $11^{\circ}$  E.

Approximate position, lat.  $1^{\circ} 25\frac{1}{2}'$  S., long.  $119^{\circ} 15\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 941b; *strait of Makassar*, No. 2657; *Also Eastern Archipelago*, part II, 1904, page 320.

EASTERN ARCHIPELAGO—JAVA, NORTH COAST.

*Pekalongan light—Character altered.*

No. 318 (second publication).—With reference to Notice to Mariners No. 405, dated 21st October 1905, issued by this Office, the British Admiralty has given further notice (No. 147 of 1906) that the character of Pekalongan light has been altered from a white fixed to a white flashing light every three seconds, thus:—flash, one second; eclipse, two seconds.

Approximate position, lat.  $6^{\circ} 51\frac{1}{2}'$  S., long.  $109^{\circ} 41\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, western portion No. 941a; *island of Java*, western portion, No. 1653; *Also List of Lights*, part VI, 1906, No. 484; and *Eastern Archipelago*, part II, 1904, page 105.

CHINA SEA—SULU ARCHIPELAGO.

*Bongao island—Light altered.*

No. 319 (second publication).—With reference to Notice to Mariners No. 440, dated 30th December 1904, issued by this office, the British Admiralty has given further notice (No. 817 of 1906) that a red fixed light, elevated 23 feet above high water, has been established on a beacon with concrete foundation, erected on the extremity of the reef extending from the north-eastern point of Bongao island, entrance to port Bongao, at a distance of 14 cables N.  $65^{\circ}$  W. from Matos point. The white fixed light shown on the chart at a distance of  $9\frac{1}{2}$  cables N.  $20^{\circ}$  E. from the extremity of Martinez point has no existence.

Approximate position, on chart No. 2576, lat.  $5^{\circ} 2\frac{1}{2}'$  N., long.  $119^{\circ} 46\frac{1}{2}'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Sulu Archipelago*, No. 928; *Taganak to Tawi Tawi*, No. 1868; *Bongao anchorage*, No. 1243; *Sulu Archipelago and plan of port Bongao*, No. 2576; *Also List of Lights*, part VI, 1906, No. 598; *Eastern Archipelago*, part I, 1902, page 134; and Supplement, 1906, page 13.

## CHINA, SOUTH-EAST COAST—PORT SWATAU.

*Sugarloaf channel—Non-existence of shoals.*

No. 320 (second publication).—The British Admiralty has given notice (No. 818 of 1906) that a careful but unsuccessful search, both by sounding and sweeping, has been made for the two rocks in Sugarloaf channel, port Swatau, shown on the chart with depths of  $2\frac{1}{2}$  and  $1\frac{1}{2}$  fathoms over them, situated at distances of  $4\frac{1}{2}$  cables N.  $78^{\circ}$  W. and 7 cables N.  $67^{\circ}$  W. respectively from Sugarloaf light-house. There being nothing known about them locally, and the original authority for their appearance on the chart being unsatisfactory, it is considered that they do not exist, and they have in consequence been erased from the chart.

Approximate position, Sugarloaf light-house, lat.  $23^{\circ} 19\frac{3}{4}'$  N., long.  $116^{\circ} 45\frac{1}{2}'$  E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart:—Port of Swatau, No. 854: Also China Sea Directory, vol. III, 1904, page 150.

## CHINA SEA—SULU ARCHIPELAGO—PALAWAN, EAST COAST.

*Port Princessa (Royalist) and Tai Tai—Lights discontinued.*

No. 321 (second publication).—The British Admiralty has given notice (No. 819 of 1906) that the red fixed light formerly shown on the outer end of the Obando mole, puerto Princessa, has been discontinued.

Approximate position, lat.  $9^{\circ} 44\frac{1}{2}'$  N., long.  $118^{\circ} 42\frac{1}{2}'$  E.

Also that the white fixed light formerly shown on the fort at Tai Tai has been discontinued.

Approximate position, lat.  $10^{\circ} 50'$  N., long.  $119^{\circ} 30'$  E.

This Notice affects the following Admiralty Charts:—China sea, No. 2660b; Palawan island, No. 967; port Royalist, No. 2914: Also List of Lights, part VI, 1906, Nos. 595, 596; and China Sea Directory, vol. II, 1899, pages 272, 283; and Supplement, 1901, page 8.

## CHINA—YANG TSE KIANG, NORTH CHANNEL.

*Drinkwater point—Light and light-buoy replaced by light-vessel.*

No. 322 (second publication).—With reference to Notice to Mariners No. 268, dated 27th July 1906, issued by this office, the British Admiralty has given further notice (No. 822 of 1906) that on or about July 1st a light-vessel, exhibiting a white occulting dioptric light every ten seconds, thus:—light, five seconds; eclipse, five seconds, would be established in a position about 3 miles N.  $83^{\circ}$  W. from Drinkwater point light and bell-buoy; the light, which is of the 4th order, is elevated 35 feet above the sea, and visible in clear weather from a distance of 11 miles; the vessel is iron, painted red, marked "Drinkwater point," and has an iron column surmounted by the lantern. During thick or foggy weather a bell will be struck once every fifteen seconds.

Approximate position, lat.  $34^{\circ} 24\frac{1}{2}'$  N., long.  $121^{\circ} 56\frac{1}{2}'$  E.

Should this light-vessel be out of position, the light will not be exhibited, but a red fixed light will be shown from each end of the vessel at night, and a red flag displayed by day.

On the establishment of the above light-vessel, the white group flashing light on Drinkwater point, and Drinkwater point light and bell-buoy would be discontinued.

(Variation  $2^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Kueshan islands to Yang tee Kiang, No. 1199; approaches to the Yang tee Kiang, No. 1602: Also List of Lights, part VI, 1906, page 133, No. 813; and China Sea Directory, vol. III, 1904, page 402.

## AFRICA, EAST COAST—SOMALILAND.

*Athelet (Itala) anchorage—Beacons erected.*

No. 323 (second publication).—The British Admiralty has given notice (No. 823 of 1906) that two leading beacons have been erected to the northward of Athelet in the following positions:—

- (a) A pyramidal wooden beacon, painted black, elevated 115 feet above high water, on White hill, at a distance of  $1\frac{1}{4}$  mile N.  $23^{\circ}$  E. from La Garesa.



- (b) A rectangular beacon, supported by two poles at a distance of 2 cables S. 43° E. from the above.

These two beacons in line N. 43° W. lead to the northern anchorage.

Approximate position of La Garesa, lat. 2° 45½' N., long. 46° 19½' E.

(Variation 4° Westerly in 1906.)

*This Notice affects the following Admiralty Chart:—Plan of Athoet anchorage on chart No. 671: Also Africa Pilot, part III., 1905, page 523.*

#### EASTERN ARCHIPELAGO—JAVA, EAST COAST—BALI STRAIT.

*Banjuwangi light—Character altered.*

No. 324 (second publication).—With reference to Notice to Mariners No. 227, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 828 of 1906) that on 24th June last the white fixed light at Banjuwangi was replaced by a white flashing light every fifteen seconds, thus:—flash, three seconds; eclipse, twelve seconds. The light is of the 6th order and produced by acetylene gas.

Approximate position, lat. 8° 12½' S., long. 114° 22½' E.

*This Notice affects the following Admiralty Charts:—Australia, northern portion, No. 2759a; Eastern Archipelago, No. 941b; Java, eastern portion, No. 1654; plan of Bali strait on chart No. 934; plan of Banjuwangi on chart No. 932: Also List of Lights, part VI, 1906, No. 508; and Eastern Archipelago, part II, 1904, page 144.*

#### AUSTRALIA, SOUTH—TASMANIA, NORTH COAST.

*Hunter passage—Dangers in approach.*

No. 325 (second publication).—The British Admiralty has given notice (No. 831 of 1906) of the existence of the undermentioned dangers in the approaches to Hunter passage, on the north coast of Tasmania:—

- (1) A rock, with a depth of 18 feet over it at low water, situated in a position from which the north-west point of Hunter island bears S. 76° E., distant 7 cables, and cape Keraudren N. 32° E.

Approximate position, lat. 40° 28½' S., long. 144° 42' E.

A rock, which dries one foot at low water, is situated half a mile S. 20° E. from the above.

- (2) A rock, with a depth of 10 feet over it at low water, is situated in a position from which the northern extremity of Steep island bears S. 76° W., distant 1½ miles, and Delius island S. 4° E.
- (3) A shoal of sand, with a least depth of 1½ fathoms over it extends to the eastward of the north-eastern Petrel island. The eastern extremity of this shoal, as defined by the 3-fathom contour line, is situated in a position from which the north-eastern Petrel island bears N. 85° W., distant 3½ miles, and the eastern extremity of Three Hummock island N. 21° W.; the northern edge of the same shoal, which is steep-to, is situated with the north-eastern Petrel island bearing S. 60° W., distant 1½ miles, and the eastern extremity of Three Hummock island N. 8° W. The eastern edge of the 5-fathom contour line is situated at a distance of 5½ miles S. 75° E. from the north-eastern Petrel island.

Approximate position, north-eastern Petrel island, lat. 40° 33½' S., long. 144° 57' E.

(Variation 8° easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Bass strait, No. 1695b; Hunter passage, No. 3412: Also Australia Directory, vol. I, 1897, pages 636, 634, 632.*

## AUSTRALIA, SOUTH—TASMANIA, NORTH COAST.

*Port Stanley—Breakwater and Pier Head light.*

No. 326 (second publication).—The British Admiralty has given notice (No. 832 of 1906) that a breakwater has been constructed at Port Stanley, extending from the south side of Circular head in a S. 10° E. direction for a distance of 643 feet. There is a depth of 29 feet at the outer end and 15 feet at the inner end at low-water springs.

A white fixed lantern light is exhibited 214 feet from its outer end and a similar light at its inner end; both these lights are stated to be obscure from seaward, but visible over the anchorage.

Also, that a pier, with a T-shaped head, has been constructed at a distance of 250 yards westward from the breakwater; it extends from the shore in a S. 7° E. direction from a distance of 304 feet. There is a depth of 22 feet at the eastern end of the head and 19 feet at the western.

A fixed light, showing red seaward from the bearing of S. 36° W., through west, to N. 54° W., and white in other directions, is exhibited from the eastern head.

A green fixed light is also shown from a small jetty to the westward of the above pier.

Approximate position, lat. 40° 45½' S., long. 145° 19½' E.

(Variation 8° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Bass strait, No. 1695b; Also List of Lights, part VI, 1906, page 261; and Australia Directory, 1897, vol. I, page 628.

## EASTERN ARCHIPELAGO—BORNEO, NORTH-WEST COAST.

*Great Natuna island—Shoals in the vicinity.*

No. 327 (second publication).—The British Admiralty has given notice (No. 839 of 1906) of the existence of the undermentioned dangers in the vicinity of Great Natuna island in the following positions:—

- (1) A coral reef, with a least depth of 2½ fathoms over it, situated at a distance of 2½ miles S. 22° W. from Semione island. This reef is about 2 cables in extent.
- (2) A coral reef, with a least depth of 5 fathoms over it, situated at a distance of 3½ miles N. 17° E. from Semione island. This reef is about 2 cables in extent.

Approximate position, Semione island, lat. 4° 31' N., long. 107° 42½' E.

- (3) A small coral reef, with a least depth of 1½ feet over it, situated at a distance of 4½ miles N. 82° E. from the south-eastern point of Great Natuna island.

Approximate position, lat. 3° 40' N., long. 108° 20' E.

There is another reef, with a least depth of 5 fathoms over it, situated at a distance of 3½ miles N. 44° E. from the above (3).

- (4) The Postillon (Elphinstone) rocks consist of two rocks, the southernmost being the largest. A reef, with general depths on it of from 8 to 11 fathoms, extends from the largest rock for 1½ miles in a northerly direction, 2½ miles in an easterly direction, 1½ miles in a southerly direction and 1 mile in a westerly direction, but shoal heads of 4½ fathoms exist, situated respectively about 1½ miles N. 25° W. and 2½ miles S. 25° E. from the largest rock.

Approximate position, Postillon or Elphinstone rocks, lat. 3° 22½' N., long. 107° 50½' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—China sea, No. 2660a; Natuna islands, No. 1348; Also China Sea Directory part II, 1899, pages 87, 86, 84.

## BAY OF BENGAL—SINGAPORE STRAIT.

*Coney island—Raffles light altered.*

No. 328 (second publication).—The Master Attendant, Singapore, has given notice, dated 24th August 1906, that on and after 24th September, Raffles light (1° 10' N. 103° 44½' E.) Coney island, will be altered to a group-flashing white, showing groups of three flashes in quick succession, every 10 seconds.

## BAY OF BENGAL—MALABAR COAST.

*Cochin harbour—Bar, Spit and Quarantine Buoys replaced in position.*

No. 329 (second publication).—With reference to Notice to Mariners No. 175, dated 18th May 1906, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 18 of 1906) that the Bar, Spit and Quarantine Buoys at Cochin will be replaced in position on the 15th September 1906.

## BAY OF BENGAL—MALABAR COAST.

*Mallipuram—Light discontinued.*

No. 330 (second publication).—With reference to Notice to Mariners No. 175, dated 18th May 1906, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 18 of 1906) that the light at Mallipuram will be discontinued after the 30th September as usual.

## AFRICA, NORTH-EAST—RED SEA.

*Shoal reported.*

No. 304 (third publication).—The Bombay Government has given notice (No. 82 of 1906) that the Master of S. S. *Africa* reported that on 26th July 1906, the ship was observed in shoal water and on sounding obtained 2 fathoms on the following bearings:—

N. W. Point Ras Mujamela Island N.  $27\frac{1}{2}^{\circ}$  E. (T).  
Extreme South Point of above Island S.  $78^{\circ}$  E. (T).

Soundings obtained from  $1\frac{1}{2}$  fathoms, gradually increasing to the eastward up to 4 and 5 fathoms.

Approximate position—

Latitude  $14^{\circ}33\frac{1}{2}'$  N.  
Longitude  $42^{\circ}52\frac{1}{2}'$  E.

This notice affects the following Admiralty Charts:—Red Sea (General Chart), No. 2523; Red Sea, Sheet V, No. 8E; and Jabel Teir to Perim Island, No. 143; also Red Sea and Gulf of Aden Pilot, fifth edition, 1900, page 337.

## AFRICA, NORTH-EAST—GULF OF ADEN.

*Aden anchorage—Channel buoys.*

No. 305 (third publication).—The Bombay Government has given notice (No. 83 of 1906) that on the 20th August 1906, the three Port hand Channel buoys in the inner harbour of Aden will be moved and relaid on the following bearings:—

1. Western buoy—from old position	...	... S. $55\frac{1}{2}^{\circ}$ E. (T) 25 yards.
Ras Marbut Flagstaff	...	... S. $40^{\circ}$ E. (T).
Residency Flagstaff	...	... S. $17\frac{1}{2}^{\circ}$ E. (T).
Clock Tower	...	... S. $78\frac{1}{2}^{\circ}$ E. (T).
Flagstaff Tarsheim Point	...	... S. $2^{\circ}$ E. (T).
Quarantine Island Flagstaff	...	... N. $83\frac{1}{2}^{\circ}$ E. (T).
2. Centre buoy—from old position	...	... S. $17\frac{1}{2}^{\circ}$ W. 110 yards.
Ras Marbut Flagstaff	...	... S. $8\frac{1}{2}^{\circ}$ W. (T).
Clock Tower	...	... S. $64^{\circ}$ E. (T).
Signal Station Flagstaff	...	... S. $21\frac{1}{2}^{\circ}$ E. (T).
Quarantine Island Flagstaff	...	... N. $88^{\circ}$ E. (T).
3. Eastern buoy—from old position	...	... South (T) 67 yards.
Ras Marbut Flagstaff	...	... S. $39\frac{1}{2}^{\circ}$ W. (T).
Clock Tower	...	... S. $27^{\circ}$ W. (T).
Signal Station Flagstaff	...	... S. $10^{\circ}$ W. (T).
Quarantine Island Flagstaff	...	... S. $80\frac{1}{2}^{\circ}$ E. (T).

This notice affects the following Admiralty Charts:—Gulf of Aden, Sheet II, Western portion No. 6C; Aden and adjacent bays. Aden Anchorage, No. 7; Red Sea, Sheet V, No. 8E; and Arabian Sea, No. 1012; and Red Sea and Gulf of Aden Pilot, fifth edition, 1900, page 350, and Supplement, 1904, relating to Red Sea and Gulf of Aden Pilot, page 39.



NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Kaipara bar—Additional beacon erected.*

No. 306 (third publication).—With reference to Notice to Mariners No. 198, dated 10th June 1905, issued by this office, the British Admiralty has given further notice (No. 790 of 1906) that the front of the two beacons erected on the North Head, Kaipara harbour, being difficult to distinguish, a middle and larger beacon, 42 feet high, has been erected at a distance of  $1\frac{1}{2}$  cables N.  $52^{\circ}$  E., from the front beacon. The heights of the beacons are—front beacon 32 feet, middle beacon 44 feet, rear beacon 42 feet. These beacons in line N.  $52^{\circ}$  E. lead over the bar.

Approximate position, lat.  $36^{\circ} 23' S$ , long.  $174^{\circ} 8\frac{1}{2}' E$ .

(Variation  $13^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Chart:—Kaipara harbour, No. 2614:—Also New Zealand Pilot, 1901, page 244; and Supplement, 1903, page 24.

INDIA, SOUTH—CEYLON, WEST COAST.

*Colombo harbour—Northern passage open.*

No. 307 (third publication).—The British Admiralty has given Notice (No. 791 of 1906) that the northern entrance between the North-east and North-west breakwaters, Colombo harbour, is open for the passage of vessels.

Further Notice will be given when information respecting the lighting of this passage has been received.

Approximate position, lat.  $6^{\circ} 58' N$ , long.  $79^{\circ} 51' E$ .

This Notice affects the following Admiralty Chart:—Colombo harbour, No. 914: Also West Coast of Hindustan Pilot 1898, page 95; Supplement, 1903, page 5; Bay of Bengal Pilot, 1901, page 73; and Supplement, 1903, page 1.

AFRICA, EAST COAST—TANGA HARBOUR.

*Lights established.*

No. 308 (third publication).—The British Admiralty has given notice (No. 798 of 1906) that a green fixed light is exhibited from the flagstaff in front of the Custom House, Tanga.

Approximate position of Custom House on chart No. 663, lat.  $5^{\circ} 4\frac{1}{2}' S$ , long.  $39^{\circ} 6\frac{1}{2}' E$ .

Also, that two white fixed lights are exhibited from two iron poles situated at each extremity of the iron pier.

This Notice affects the following Admiralty Charts:—Mansa and Tunga bays, No. 663: Also, Light of Lights Part VI, 1906, page 13; and Africa Pilot, Part III, 1905, page 456.

PACIFIC OCEAN, SOUTH—NEW CALEDONIA.

*Port Noumea approach—Beacon disappeared.*

No. 309 (third publication).—The British Admiralty has given notice (No. 805 of 1906) that the iron beacon on the westernmost of the Four Northern banks, port Noumea approach, formerly situated about  $7\frac{1}{2}$  miles S.  $40^{\circ}$  E. from port Noumea flagstaff, has disappeared.

Approximate position of flagstaff, lat.  $22^{\circ} 16\frac{1}{2}' S$ , long.  $166^{\circ} 26\frac{1}{2}' E$ .

(Variation  $16^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Uen island to St. Vincent bay, No. 2907; approaches to port Noumea, No. 2069: Also Pacific Islands vol. II, 1900, page 310.

CHINA, EAST COAST—FUCHAU.

*Min river—Rock reported in approach.*

No. 310 (*third publication*).—The British Admiralty has given notice (No. 810 of 1906) that a rock, with a depth over it of  $1\frac{1}{2}$  fathoms at low-water springs, is reported to exist in the approach to the river Min, situated at a distance of 11 cables N.  $10^{\circ}$  W. from the summit (295 feet) of Chingau island. No bearings are given: the position therefore must be considered approximate.

Approximate position, lat.  $26^{\circ} 15\frac{1}{2}'$  N., long.  $119^{\circ} 59\frac{1}{2}'$  E.

(Variation  $1^{\circ}$  Westerly in 1906.)

*This Notice affects the following Admiralty Charts:—Ookseu island to Tung yung No. 1761; River Min, No. 2400: Also China Sea Directory, vol. III, 1904, page 269.*

JAPAN—KIOSIU, WEST COAST.

*Nagasaki harbour—Shoal in approach—Beacon disestablished—Colour of buoy.*

No. 311 (*third publication*).—The British Admiralty has given notice (No. 813 of 1906) of the existence of a shoal, with a depth of  $5\frac{1}{2}$  fathoms over it, in the southern approach to Nagasaki harbour, situated in a position from which Kajikake beacon bears S.  $38^{\circ}$  W., distant  $1\frac{1}{2}$  cables, and the northern end of Goroye shima S.  $76^{\circ}$  E.

Approximate position, lat.  $32^{\circ} 41\frac{1}{2}'$  N., long.  $129^{\circ} 49\frac{1}{2}'$  E.

Also, that the beacon marking Minage zaki, Nagasaki harbour, has been removed.

NOTE.—On certain copies of Admiralty Chart No. 2815 the colour of the buoy marking Osone, situated about 6 cables S.  $28^{\circ}$  E. from Nesumi jima, is shown as red, instead of red and black horizontal bands.

(Variation  $4^{\circ}$  Westerly in 1906.)

*This Notice affects the following Admiralty Charts:—Nagasaki harbour, Nos. 2415 and 2815: Also Sailing Directions for Japan, &c., 1904, pages 550, 551, 552.*

ST. L. S. WARDEN, COMMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 19, 1906.

## NOTICES TO MARINERS.

THE following Notices are published for general information.

CALCUTTA, the 15th September 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

### CHINA, NORTH—YELLOW SEA—MANCHURIA.

*Port Arthur or Lushan Koo—Buoys marking wreck in approach.*

No. 340 (first publication).—With reference to Notice to Mariners No. 301, dated 17th August 1906, issued by this office, the British Admiralty has given further notice (No. 883 of 1906) that the wreck, with a depth of 10 fathoms over the hull, which sank in the approach to Port Arthur, in a position from which the 515-foot hill south-westward of Chikwan shan bears N. 15° W., distant  $1\frac{1}{4}$  miles, has been marked by two conical buoys, painted in black and white horizontal bands, moored respectively at each end of the wreck.

Approximate position, lat  $38^{\circ} 44\frac{1}{2}'$  N., long.  $121^{\circ} 14\frac{1}{2}'$  E.

Also, that the wreck, with a depth of 12 fathoms over it, which sank in a position situated at a distance of  $1\frac{1}{10}$  miles S.  $37^{\circ}$  E. from Port Arthur light, has been marked in a similar manner.

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Pechili, No. 1798; Kwantung peninsula, No. 1392; Port Arthur, No. 1236: Also, China Sea Directory, vol. III, 1904, page 592.

### AUSTRALIA—VICTORIA.

*Port Phillip entrance—Fairway channel widened and deepened.*

No. 341 (first publication).—With reference to Notice to Mariners No. 107, dated 4th April 1905, issued by this office, the British Admiralty has given further Notice (No. 886 of 1906) that the depth on the leading line in the channel abreast point Lonsdale, in the entrance to port Phillip, has been increased by blasting to 37 feet at low-water ordinary springs, this depth being maintained for a distance of nearly 3 cables to the eastward of that line.

Approximate position of channel, lat.  $38^{\circ} 18'$  S., long.  $144^{\circ} 38'$  E.

This Notice affects the following Admiralty Chart:—Port Phillip entrance, Nos. 1171a and 2747: Also, Australia Directory, vol. I, 1897, page 432.



CEYLON, WEST COAST—COLOMBO HARBOUR APPROACH.

*Nilkete rocks—Wreck disappeared.*

No. 342 (first publication).—With reference to Notice to Mariners No. 223, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 891 of 1906) that the wreck of the S.S. *Kozon*, on the Nilkete rocks in the approach to Colombo harbour, has now totally disappeared.

Approximate position, lat.  $6^{\circ} 41' N.$ , long.  $73^{\circ} 52\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Ceylon*, No. 813: Also, *Bay of Bengal Pilot*, 1901, page 77; and *Bay of Bengal Pilot*, 1898, page 93.

EASTERN ARCHIPELAGO—MALAY PENINSULA, SOUTH COAST.

*Singapore strait—Wreck in western approach.*

No. 343 (first publication).—The British Admiralty has given Notice (No. 896 of 1906) that a wreck, with two masts above water, is reported to have sunk in the western approach to Singapore Main strait, situated in a position from which Raffles light bears S.  $73^{\circ} E.$ , distant  $8\frac{1}{2}$  miles, and Pulo Merambon N.  $2^{\circ} E.$

Approximate position, lat.  $1^{\circ} 12\frac{1}{2}' N.$ , long.  $103^{\circ} 36\frac{1}{2}' E.$

(Variation  $1^{\circ}$  Easterly in 1906)

This Notice affects the following Admiralty Charts:—*Cape Rachado to Singapore*, No. 795: *Singapore strait*, No. 2403: Also, *China Sea Directory*, Vol. I, 1898, page 206.

EASTERN ARCHIPELAGO—BALI ISLAND.

*Buleleng road light—Character altered.*

No. 344 (first publication).—With reference to Notice to Mariners No. 157, dated 12th May 1906, issued by this office, the British Admiralty has given further notice (No. 897 of 1906) that the character of Buleleng road light has been altered from fixed to a *white-quick flashing light* visible in clear weather from a distance of 12 miles. The light, which is of the 6th Order, is produced by acetylene gas.

Approximate position, lat.  $8^{\circ} 5\frac{1}{2}' S.$ , long.  $115^{\circ} 5\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Indian ocean*, No. 748b; *Australia*, etc., No. 2759a; *Eastern Archipelago*, No. 941b; *Java island*, No. 1654; *plan of Buleleng road* on Chart No. 934: Also, *List of Lights*, Part VI, 1906, No. 511; and *Eastern Archipelago*, Part II, 1904, page 394.

EASTERN ARCHIPELAGO—JAVA—MADURA STRAIT.

*Meinderts reef light—Character altered.*

No. 345 (first publication).—With reference to Notice to Mariners No. 247, dated 5th July 1906, issued by this office, the British Admiralty has given further notice (No. 898 of 1906) that Meinderts reef light has been altered from white fixed to *white occulting every ten seconds*, thus:—light, five seconds; eclipse, five seconds; the light, which is of the 4th Order, is produced by acetylene gas.

Approximate position, lat.  $7^{\circ} 40\frac{1}{2}' S.$ , long.  $114^{\circ} 26' E.$

This Notice affects the following Admiralty Charts:—*Indian ocean*, No. 748b; *Australia*, No. 2759a; *Eastern Archipelago*, No. 941b; *Java island*, No. 1654; Also, *List of Lights*, Part VI, 1906, No. 508; and *Eastern Archipelago*, Part II, 1904, page 140.

EASTERN ARCHIPELAGO—CELEBES, WEST COAST—MAKASSAR STRAIT.

*Mampya road—Decreased depth on bank—Beacon erected.*

No. 346 (first publication).—The British Admiralty has given notice (No. 905 of 1906) that there is only a depth of 5 fathoms over the position of the 7 fathoms in Mampya bay, shown on the chart at a distance of  $2\frac{1}{16}$  miles S.  $79^{\circ} E.$  from tanjong Mampya.

Also, that a beacon 16 feet high, surmounted by a white ball, has been erected on the extremity of the reef extending westward from Battowae, in a position situated  $3\frac{1}{2}$  miles S.  $42^{\circ}$  E. from tanjong Mampya.

Approximate position, tanjong Mampya, lat.  $3^{\circ} 27'$  S., long.  $119^{\circ} 17'$  E.

(Variation  $2^{\circ}$  Easterly in 1906)

This Notice affects the following Admiralty Charts:—*Strait of Makassar*, No. 2637; plan of Mampya road on chart No. 3203; Also, *Eastern Archipelago*, Part II, 1904, page 316.

#### NEW ZEALAND—SOUTH ISLAND.

*Otago harbour entrance—Newly dredged channel—Buoyage altered*

No. 347 (first publication).—With reference to Notice to Mariners No. 110, dated 20th March 1906, issued by this office, the British Admiralty has given further notice No. 906 of 1906) that a channel, having a least depth of 21 feet in it at low water, has been dredged to the northward of Middle bank, Otago harbour entrance; the north-western edge of this channel is marked as follows:—

- a. A red pile beacon, exhibiting a white fixed light, established at a distance of  $3\frac{1}{2}$  cables N.  $61^{\circ}$  W. from Maori Kaike jetty (Black head).
- b. A red pile beacon, exhibiting a white fixed light, established at a distance of  $3\frac{1}{2}$  cables N.  $12^{\circ}$  W. from Maori Kaike jetty.
- c. A light buoy, painted red, exhibiting a white fixed light, moored at a distance of 4 cables N.  $2^{\circ}$  E. from Maori Kaike point.

The light-buoy exhibiting a red fixed light, formerly situated 50 yards to the eastward of No. 1 beacon on the Middle bank, has been withdrawn, and the white fixed lights, formerly exhibited from Nos. 2 and 3 beacons on the southern edge of the Middle bank, have been discontinued.

Approximate position, Maori Kaike point, lat.  $45^{\circ} 48\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

(Variation  $16^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—*Otago harbour*, No. 2411; Also, *List of Lights*, part VI, 1906, Nos. 1681, 1681a; *New Zealand Pilot*, 1901, pages 293, 295; and *Revised Supplement*, 1906, page 69.

#### NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Kaipara harbour—Pouto point—Light established.*

No. 348 (first publication).—The British Admiralty has given notice (No. 907 of 1906) that on 27th June 1906, a white fixed lantern light visible from a distance of 5 miles would be established on Pouto point, Kaipara harbour entrance.

Approximate position, lat.  $36^{\circ} 21\frac{1}{2}'$  S., long.  $174^{\circ} 11\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Maunganui bluff to Nannu Kau harbour*, No. 2543; *Kaipara harbour*, No. 2614; Also, *List of Lights*, Part VI, 1906, page 277; *New Zealand Pilot*, 1901, page 246; and *revised Supplement*, 1906, page 65.

#### CHINA—SOUTH-EAST COAST.

*Port Swatau—Shoals in approach.*

No. 349 (first publication).—The British Admiralty has given notice (No. 908 of 1906) of the existence of a shoal with a depth of 11 feet over it at low water, in the approach to port Swatau, situated in a position from which Squat rock bears N.  $40^{\circ}$  W., distant  $3\frac{1}{2}$  cables, and Green island summit S.  $16^{\circ}$  E.

Approximate position on chart No. 854, lat.  $23^{\circ} 16\frac{1}{2}'$  N., long.  $116^{\circ} 47\frac{1}{2}'$  E.

There is another shoal with a depth of 16 feet over it at low water, situated at a distance of three-quarters of a cable N.  $30^{\circ}$  E. from the above.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—*Namoa island*, No. 1957; *port of Swatau*, No. 854; Also, *China Sea Directory*, Vol. III, 1904, pages 148, 153.

The 15th September 1906.

BAY OF BENGAL—BURMA COAST.

*Rangoon river—Fairway buoy to be replaced by a lighted Oil buoy.*

No. 350 (first publication).—The Principal Port Officer, Burma, has given notice, dated 12th September 1906, that the present fairway buoy at the entrance to the Rangoon river will shortly be replaced by a lighted Oil buoy showing a fixed white light. The buoy will be painted in the same way as the present one, viz., with white and black horizontal bands. The change will be effected about the end of September.

The 17th September 1906.

INDIA, WEST—BOMBAY COAST.

*Bombay floating light replaced.*

No. 351 (first publication).—A telegraphic communication has been received from the Port Officer, Bombay, stating that the Bombay floating light will be replaced by a white fixed light, which will be exhibited from the pilot schooner from the 21st to the 28th September inclusive.

The 18th September 1906.

AFRICA, NORTH-EAST—GULF OF ADEN.

*Aden anchorage—Channel buoys.*

No. 331 (second publication).—With reference to Notice to Mariners No. 305, dated 28th August 1906, issued by this office, the following further notice (No. 85 of 1906) has been issued by the Bombay Government:—

“For the bearing of Clock Tower from No. 3 Eastern buoy read S. 27 E. (T) and not S. 27 W. (T).”

PACIFIC OCEAN, SOUTH—NEW CALEDONIA.

*Port Noumea approach—Amédée beacon removed.*

No. 332 (second publication).—The British Admiralty has given notice (No. 845 of 1906) that the red beacon surmounted by a ball on Amédée shoal, port Noumea approach, formerly situated about half a mile westward of Amédée lighthouse, has been removed.

Approximate position, lat.  $22^{\circ} 28\frac{1}{2}'$  S., long.  $166^{\circ} 27\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—New Caledonia, No. 936b; Uen island to St. Vincent bay, No. 2907; approaches to port Noumea, No. 2060: Also, Pacific Islands, vol. 11, 1900, page 315.

PACIFIC OCEAN—THE PHILIPPINE ISLANDS—NEGROS—ILO ILO APPROACH.

*Tomonton point shoal—A buoy placed to mark it.*

No. 333 (second publication).—The British Admiralty has given notice (No. 847 of 1906) that a black conical buoy marked “No. 1” depth of  $4\frac{1}{2}$  fathoms to mark the edge of the shoal extending from Tomonton point, in a position from which Tomonton point bears S.  $53^{\circ}$  E., distant 3 miles, and Calabazas light N.  $35^{\circ}$  E. Vessels should not pass to the eastward of this buoy.

Approximate position, lat.  $10^{\circ} 56'$  N., long.  $122^{\circ} 54\frac{1}{2}'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Sulu or Mindoro sea, No. 1578: Also, Eastern Archipelago, part I, 1902, page 267.

CHINA, EAST COAST—SHANTUNG—KYAU CHAU BAY.

*Shantung—Wireless Telegraph station established.*

No. 334 (second publication).—The British Admiralty has given notice (No. 848 of 1906) that a wireless telegraph station has been established at the Signal Station, Tsingtau, Kyau Chau bay, the call signal being K.T.S.

Approximate position, lat.  $36^{\circ} 4'$  N., long.  $120^{\circ} 19\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Kyau Chau to Minn lau strait, No. 1255; Kyau Chau bay, No. 857: Also, List of Lights, part VI, 1906, page cii; and China Sea Directory, vol. III, 1904, page 533.



PACIFIC OCEAN—THE PHILIPPINE ISLANDS—SAMAR, WEST COAST.

*Katbalogan approach—Bury established.*

No. 335 (second publication).—The British Admiralty has given notice (No. 849 of 1906) that a red conical buoy has been established in a depth of  $7\frac{1}{2}$  fathoms off the north-western edge of Lutao reefs in the approach to Katbalogan; it has been placed on the chart at a distance of  $1\frac{1}{2}$  miles S.  $56^{\circ}$  W. from Anas point.

The beacon marking the western reef was destroyed in 1905, and apparently it has not yet been restored.

Approximate position, lat.  $11^{\circ} 46\frac{1}{2}'$  N., long.  $124^{\circ} 49\frac{1}{2}'$  E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—San Pedro bay to Libukan islands No. 2987; parts in the Philippine islands, Katbalogan, &c., No. 1622; Also, Eastern Archipelago, part I, 1902, page 360; and Supplement, 1906, page 28.

AUSTRALIA—VICTORIA.

*Port Phillip entrance, west channel—Shoal marked by buoy.*

No. 336 (second publication).—The British Admiralty has given notice (No. 850 of 1906) of the existence of a shoal head, with a depth of 13 feet over it at low water in the West channel, port Phillip entrance, situated in a position from which Swan island beacon bears S.  $82^{\circ}$  W., distant  $9\frac{1}{2}$  cables, and Popes eye fort S.  $16^{\circ}$  W. This head has been marked by a black can buoy close to its north-eastern side.

Approximate position on chart No. 309, Swan island beacon, lat.  $38^{\circ} 15\frac{1}{2}'$  S., long.  $144^{\circ} 41\frac{1}{2}'$  E.

There is another head, with a depth of 13 feet over it, situated one cable N.  $24^{\circ}$  E from the above. These heads form part of a narrow ridge about  $1\frac{1}{2}$  cables long in a northerly and southerly direction.

(Variation  $8^{\circ}$  East. rly in 1906.)

This Notice affects the following Admiralty Charts:—Port Phillip entrance, Nos. 1171a, 2747; port Phillip, West channel, No. 309; Also, Australia Directory, vol. I, 1897, page 449, and Supplement, 1900, page 17.

AUSTRALIA—NEW SOUTH WALES.

*Newcastle harbour—Normal depth in entrance restored.*

No. 337 (second publication).—With reference to Notice to Mariners No. 282, dated 10th August 1906, issued by this office, the British Admiralty has given further notice (No. 851 of 1906) that the normal depths in the fairway of the entrance to Newcastle harbour having been restored, the signals made from the Pilot station will indicate each foot of rise or fall above 20 feet as before.

NOTE.—As the depths in the channel are liable to change, the signals are consequently subject to alteration.

Approximate position, lat.  $32^{\circ} 55'$  S., long.  $151^{\circ} 48'$  E.

This Notice affects the following Admiralty Chart:—Newcastle harbour, No. 2119; Also Australia Directory, vol. II, 1898, pages 80, 81.

RED SEA, WESTERN SHORE—SAWAKIN APPROACH.

*Towartit, north reef.—Beacon disappeared.*

No. 338 (second publication).—The British Admiralty has given notice (No. 870 of 1906) that on July 16th the North Towartit reef beacon, in the approach to Sawakin, which had been washed away some six months previously, had not then been replaced.

NOTE.—The attention of Mariners is called to the note on the chart respecting the unreliability of buoys and beacons in this locality.

Approximate position, lat.  $19^{\circ} 31\frac{1}{2}'$  N., long.  $37^{\circ} 19'$  E.

This Notice affects the following Admiralty Charts:—Mersa Duder to Trinkitat, No. 81; Also, Red Sea, &c., Pilot, 1900, page 155.

EASTERN ARCHIPELAGO—BORNEO, NORTH-WEST COAST.

*Labuan—Information respecting shoals in approach.*

No. 339 (second publication).—The British Admiralty has given notice (No. 871 of 1906) respecting the undermentioned shoals to the northward of Labuan island:—

- (a) The shoal, with a depth of 3 fathoms over it, shown on the chart at a distance of about 6 miles N. 43° E., from Bethune head, has been unsuccessfully searched for, depths of 10 fathoms being found over the position; this shoal has therefore been expunged from the charts.

Approximate position, lat. 5° 28' N., long. 115° 19' E.

- (b) Growler bank has been unsuccessfully searched for, a depth of 10 fathoms having been found over the position.

The shoal with 4½ fathoms, situated 1½ miles to the westward of the Growler patch, has been examined. It is found to be about one mile in extent, with a least depth of 4½ fathoms over it, situated 4 miles S. 36° W. from the highest islet on Nosong shoal; this patch has therefore been named Growler shoal, and the former erased from the charts.

Approximate position, lat. 5° 29½' N., long. 115° 27' E.

- (c) Shoal water extends to the northward of Brong island, there being a depth of 5 fathoms, situated at a distance of 3½ miles N. 15° E. from that island.

Approximate position, lat. 5° 49½' N., long. 115° 41' E.

- (d) Shoal water extends for a distance of 1½ cables to the southward of Udar island. A beacon has been erected near the southern edge of this shoal water, about 1½ cables S. 30° W. from the southern extremity of the island.

Approximate position, lat. 6° 4' N., long. 116° 4' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—China Sea, No. 2660½; Barram point to Nosong point, No. 2109; Nosong point to Ambong bay, No. 2111; Labuan island, No. 1844; Lutut point to Gaya head, No. 955; Also, China Sea Directory, vol. II, 1899, pages 165, 166, 167, 168, 172; and Supplement, 1901, pages 6, 7.

The 7th September 1906.

CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Ta lien hwan—Limits of, and Regulations for—*

No. 312 (third publication).—The British Admiralty has given notice (No. 123 of 1906) that the following regulations are in force respecting Ta lien hwan, which has been divided into the undermentioned districts:—

DISTRICTS.

- (a) The first district is the water area westward of an imaginary line running S. 16° W. from the eastern extremity of Liu shu tun to West Entry point.
- (b) The second district is the water area included between the Eastern boundary of the first district and two imaginary lines, the first running in a N. 18° E. direction from the Eastern extreme of San shan tau to the islet on the northern side of Inner channel, and the second in a N. 87° W. direction from San shan tau light to South Entry point.
- (c) The third district is the water area included between the outer lines of the second district and the following imaginary lines: first a line running in a N. 35° E. direction from San shan tau light-house through the islet off Hooper point to Robinson point; secondly, a line running in a S. 72° W. direction from San shan tau light-house to the islet off Cap island, and, thirdly, by a line running in a N. 73° W. direction from the islet to the south-western extremity of Ping tu tau.
- (d) Ta lien hwan roadstead is in Victoria bay, and extends about one mile to the northward of Panter point.

Approximate position of San shan tau light, lat. 38° 51½' N., long. 121° 50½' E.

- Foreign vessels are prohibited from passing the outer limits of the third district without a permit from the officer in command of the Defence Corps. Junks must also obtain permission.
- Vessels entering the harbour are not allowed to proceed to the roadstead, described in paragraph (d) at night time without permission of the officer in command of the Defence Corps.

3. Vessels are prohibited from anchoring in the entrance to Ta lien hwan without permission.
4. Vessels intending to enter the First or Second district when within three miles of the harbour limit must hoist their ensigns and signal their names by the International Code, and keep the flags flying until anchored. Vessels leaving the harbour must hoist their ensigns and indicate their names by the same Code. At night vessels must exhibit the lights prescribed by the regulations for prevention of collisions at sea.
5. Vessels must obey the orders of the officer in command of the Defence Corps respecting their movements and berthing.
6. Vessels with infectious or contagious diseases on board which have not received pratique must stop at a distance of more than one mile from Ta lien hwan roadstead, hoist the quarantine flag, and await orders. Should disease break out on board vessels in the First or Second District, the quarantine flag must be hoisted.
7. Rubbish must not be thrown overboard in the First District.
8. Fishing and collecting seaweed is prohibited in the First and Second Districts without permission.
9. The undermentioned, except by authorised officers, are prohibited without permission:—
  - (a) Surveying, sketching, photographing the features of the land and water, and the publication of geographical notes or maps.
  - (b) The construction of piers or wharves, the reclamation or dredging of the foreshore; the digging of hills and grounds; the establishment of buoys, beacons or navigational marks.
10. The following are strictly forbidden:—
  - (a) To damage military building, ships of war or other vessels, or steal or damage military stores within the harbour limits.
  - (b) To spy and divulge the conditions of armament, fortification in the harbour, and military matters generally.
  - (c) To spread rumours, and to act to the detriment of order and discipline in the harbour.
11. Violation of the above regulations renders the offender, and in the case of ships the captain or commanding officer, liable to the punishment prescribed by military penal law.
12. The officer in command of the Ta lien hwan Defence Corps is empowered to enforce these regulations by the institution of bye-laws if necessary.

(Variation 3° Westerly in 1906.)

*This Notice affects the following Admiralty Chart:—Kwantung peninsula, No. 1798; also China Sea Directory, vol. III, 1904, page 586.*

#### PACIFIC OCEAN.

*The Philippine islands—Luzon, east coast—Tabako bay—Malinao—Light established.*

*No. 313 (third publication).—The British Admiralty has given notice (No. 131 of 1906) that a red fixed light, elevated 31 feet above high water and visible in clear weather from a distance of 9 miles from the bearing of S. 25° E., through south and west, to N. 85° W., has been established on a white wooden tripod, 19 feet high, erected on the ruins of an old fort on the beach in front of the town of Malinao, Tabako bay.*

Approximate position, lat. 13° 24½' N., long. 123° 43' E.

(Variation Nil in 1906.)

*This Notice affects the following Admiralty Charts:—Molucca passage to Manila, No. 943; San Bernardino and Mindoro straits, No. 2577; Also List of Lights, part VI, 1905, page 111; Eastern Archipelago, part I, 1902, page 381.*

#### PACIFIC OCEAN.

*The Philippine islands—Negros, east coast—Point Jilaitan—Reef to the southward.*

*No. 314 (third publication).—The British Admiralty has given notice (No. 132 of 1906) of the existence of a reef, with depths of from 2 to 15 feet over it, to the southward of*

point Jilaitan, Negros island, situated at a distance of  $15\frac{1}{2}$  miles S.  $21^{\circ}$  W. from Refugio island centre; this reef is about 150 yards in extent and is surrounded by deep water.

Approximate position on chart No. 2578, lat.  $10^{\circ} 14\frac{1}{2}'$  N., long.  $123^{\circ} 17'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Molucca passage to Manila*, No. 943; *Sulu, or Minaoro sea*, No. 2578: Also *Eastern Archipelago*, part I, 1902, page 215.

### AUSTRALIA, SOUTH—ST. VINCENT GULF.

*Port Adelaide—Tidal Signals amended.*

No. 315 (third publication).—The British Admiralty has given notice (No. 137 of 1906) that, on and after 6th January 1906, the tidal signals made at the Pilot signal station, Semaphore jetty, Port Adelaide, would be altered to show the depth of water above or below the depths shown on the Chart as follows:—

One ball at the south yardarm indicates	...	1 foot.
" " north " "	...	2 feet.
Two balls at the south yardarm indicates	...	3 "
" " north " "	...	4 "
One ball at the masthead indicates	...	5 "
One ball at the masthead and one ball at south yardarm indicates	...	6 "
One ball at the masthead and one ball at north yardarm indicates	...	7 "
One ball at the masthead and two balls at south yardarm indicates	...	8 "
One ball at the masthead and two balls at north yardarm indicates	...	9 "
Two balls at the masthead indicates	...	10 "
Two balls at the masthead and one ball at south yardarm indicates	...	11 "
Two balls at the masthead and one ball at north yardarm indicates	...	12 "
A cone point upwards at either yardarm indicates an additional	...	3 inches.
A diamond at either yardarm indicates an additional	...	6 "
A cone point downwards at either yardarm indicates an additional	...	9 "

At low water a drum will be hoisted at the masthead. Should the water be below the level of low water, the above symbols are used, but the drum is kept up to show that the depth given must then be subtracted from the depths shown on the chart.

*Example.*—Two balls at the south yardarm and a cone point upwards at the north yardarm shows that 3 feet 3 inches will have to be added to the sounding on the chart to give the depth at that time. One ball at the masthead under a drum indicates that 5 feet will have to be subtracted from the sounding on the chart to give the required depth.

Approximate position, lat.  $34^{\circ} 51'$  S., long.  $138^{\circ} 29'$  E.

This Notice affects the following Admiralty Chart:—*Australia*, vol. I, 1897, pages 334, 335.

### PACIFIC OCEAN—CHRISTMAS ISLAND, EAST POINT AND BIRNIE ISLAND.

*Beacons erected.*

No. 316 (third publication).—The British Admiralty has given notice (No. 138 of 1906) that beacons have been erected on the undermentioned islands in the Pacific:—

- (a) *Christmas island.*—A beacon has been constructed on the east point of this island; it has been placed on the chart approximately lat.  $1^{\circ} 55\frac{1}{2}'$  N., long.  $157^{\circ} 5'$  W.

The coast line of Christmas island is reported to be inaccurately delineated on the chart.



(b) *Birnie island*.—A beacon has been constructed on this island: it has been placed on the chart at a distance of 5 cables to be north-westward of its southern sandy extremity.

Approximate position, lat.  $3^{\circ} 35'$  S., long.  $171^{\circ} 33'$  W.

This Notice affects the following Admiralty Charts:—*Ellice islands to Phoenix islands* No. 1830; *Enderbury island to Christmas island*, No. 3045; *plan of Christmas island on chart* No. 2867; *plan of Birnie island on chart* No. 184; *Also Pacific Islands*, vol. II, 1900, page 247; vol. III, 1900, page 181; and *Supplement*, 1903, page 12.

#### EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

##### *Lariang river—Shoal.*

No. 317 (third publication).—The British Admiralty has given notice (No. 146 of 1906) of the existence of a reef, which dries at low water, situated in a position from which the entrance of Lariang river bears N.  $70^{\circ}$  E., distant 2 miles, and Batugeh point, N.  $11^{\circ}$  E.

Approximate position, lat.  $1^{\circ} 25\frac{1}{2}'$  S., long.  $119^{\circ} 15\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 941b; *strait of Makassar*, No. 2637; *Also Eastern Archipelago, part II*, 1904, page 320.

#### EASTERN ARCHIPELAGO—JAVA, NORTH COAST.

##### *Pekalongan light—Character altered.*

No. 318 (third publication) —With reference to Notice to Mariners No. 405, dated 21st October 1905, issued by this Office, the British Admiralty has given further notice (No. 147 of 1906) that the character of Pekalongan light has been altered from a white fixed to a white flashing light every three seconds, thus:—flash, one second; eclipse, two seconds.

Approximate position, lat.  $6^{\circ} 51\frac{1}{2}'$  S., long.  $109^{\circ} 41\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Eastern Archipelago, western portion* No. 941a; *island of Java, western portion*, No. 1653; *Also List of Lights, part VI*, 1906, No. 484; and *Eastern Archipelago, part II*, 1904, page 105.

#### CHINA SEA—SULU ARCHIPELAGO.

##### *Bongao island—Light altered.*

No. 319 (third publication).—With reference to Notice to Mariners No. 440, dated 30th December 1904, issued by this office, the British Admiralty has given further notice (No. 817 of 1906) that a red fixed light, elevated 23 feet above high water, has been established on a beacon with concrete foundation, erected on the extremity of the reef extending from the north-eastern point of Bongao island, entrance to port Bongao, at a distance of 14 cables N.  $65^{\circ}$  W. from Matos point. The white fixed light shown on the chart at a distance of  $9\frac{1}{2}$  cables N.  $20^{\circ}$  E. from the extremity of Martinez point has no existence.

Approximate position, on chart No. 2576, lat.  $5^{\circ} 2\frac{1}{2}'$  N., long.  $119^{\circ} 46\frac{1}{2}'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Sulu Archipelago*, No. 928; *Toganak to Tawi Tawi*, No. 1868; *Bongao anchorage*, No. 1243; *Sulu Archipelago and plan of port Bongao*, No. 2576; *Also List of Lights, part VI*, 1906, No. 598; *Eastern Archipelago, part I*, 1902, page 134; and *Supplement*, 1906, page 13.

#### CHINA, SOUTH-EAST COAST—PORT SWATAU.

##### *Sugarloaf channel—Non-existence of shoals.*

No. 320 (third publication).—The British Admiralty has given notice (No. 818 of 1906) that a careful but unsuccessful search, both by sounding and sweeping, has been made for the two rocks in Sugarloaf channel, port Swatau, shown on the chart with depths of  $2\frac{1}{2}$  and

1½ fathoms over them, situated at distances of 4½ cables N. 78° W. and 7 cables N. 67° W. respectively from Sugarloaf light-house. There being nothing known about them locally, and the original authority for their appearance on the chart being unsatisfactory, it is considered that they do not exist, and they have in consequence been erased from the chart.

Approximate position, Sugarloaf light-house, lat. 23° 19½' N., long. 116° 45½' E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart:—Port of Swatau, No. 854: Also China Sea Directory, vol. III, 1904, page 150.

#### CHINA SEA—SULU ARCHIPELAGO—PALAWAN, EAST COAST.

Port Princessa (Royalist) and Tai Tai—Lights discontinued.

No. 321 (third publication).—The British Admiralty has given notice (No. 819 of 1906) that the red fixed light formerly shown on the outer end of the Obando mole, puerto Princessa, has been discontinued.

Approximate position, lat. 9° 44½' N., long. 118° 42½' E.

Also that the white fixed light formerly shown on the fort at Tai Tai has been discontinued.

Approximate position, lat. 10° 50' N., long. 119° 30' E.

This Notice affects the following Admiralty Charts:—China sea, No. 2660b; Palawan island, No. 967; port Royalist, No. 2914: Also List of Lights, part VI, 1906, Nos. 595, 596; and China Sea Directory, vol. II, 1899, pages 272, 283; and Supplement, 1901, page 8.

#### CHINA—YANG TSE KIANG, NORTH CHANNEL.

Drinkwater point—Light and light-buoy replaced by light-vessel.

No. 322 (third publication).—With reference to Notice to Mariners No. 268, dated 27th July 1906, issued by this office, the British Admiralty has given further notice (No. 822 of 1906) that on or about July 1st a light-vessel, exhibiting a white occulting dioptric light every ten seconds, thus:—light, five seconds; eclipse, five seconds, would be established in a position about 3 miles N. 83° W. from Drinkwater point light and bell-buoy; the light, which is of the 4th order, is elevated 35 feet above the sea, and visible in clear weather from a distance of 11 miles; the vessel is iron, painted red, marked "Drinkwater point," and has an iron column surmounted by the lantern. During thick or foggy weather a bell will be struck once every fifteen seconds.

Approximate position, lat. 34° 24½' N., long. 121° 56½' E.

Should this light-vessel be out of position, the light will not be exhibited, but a red fixed light will be shown from each end of the vessel at night, and a red flag displayed by day.

On the establishment of the above light-vessel, the white group flashing light on Drinkwater point, and Drinkwater point light and bell-buoy would be discontinued.

(Variation 2° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Kueshan islands to Yang tse Kiang, No. 1199; approaches to the Yang tse Kiang, No. 1602: Also List of Lights, part VI, 1906, page 133, No. 813; and China Sea Directory, vol. III, 1904, page 402.

#### AFRICA, EAST COAST—SOMALI LAND.

Athelet (Itala) anchorage—Beacons erected.

No. 323 (third publication).—The British Admiralty has given notice (No. 823 of 1906) that two leading beacons have been erected to the northward of Athelet in the following positions:—

- (a) A pyramidal wooden beacon, painted black, elevated 115 feet above high water, on White hill, at a distance of 1½ mile N. 23° E. from La Garesa.

- (b) A rectangular beacon, supported by two poles at a distance of 2 cables S. 43° E. from the above.

These two beacons in line N. 43° W. lead to the northern anchorage.

Approximate position of La Garesa, lat. 2° 45½' N., long. 46° 18½' E.

(Variation 4° Westerly in 1906.)

*This Notice affects the following Admiralty Chart:—Plan of Athelet anchorage on chart No. 671: Also Africa Pilot, part III, 1905, page 523.*

#### EASTERN ARCHIPELAGO—JAVA, EAST COAST—BALI STRAIT.

*Banjuwangi light—Character altered.*

No. 324 (third publication).—With reference to Notice to Mariners No. 227, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 828 of 1906) that on 24th June last the white fixed light at Banjuwangi was replaced by a white flashing light every fifteen seconds, thus:—flash, three seconds; eclipse, twelve seconds. The light is of the 8th order and produced by acetylene gas.

Approximate position, lat. 8° 12½' S., long. 114° 22½' E.

*This Notice affects the following Admiralty Charts:—Australia, northern portion, No. 2759a; Eastern Archipelago, No. 941b; Java, eastern portion, No. 1654; plan of Bali strait on chart No. 934; plan of Banjuwangi on chart No. 932: Also List of Lights, part VI, 1906, No. 508; and Eastern Archipelago, part II, 1904, page 144.*

#### AUSTRALIA, SOUTH—TASMANIA, NORTH COAST.

*Hunter passage—Dangers in approach.*

No. 325 (third publication).—The British Admiralty has given notice (No. 831 of 1906) of the existence of the undermentioned dangers in the approaches to Hunter passage, on the north coast of Tasmania:—

- (1) A rock, with a depth of 18 feet over it at low water, situated in a position from which the north-west point of Hunter island bears S. 76° E., distant 7 cables, and cape Keraudren N. 32° E.

Approximate position, lat. 40° 28½' S., long. 144° 42' E.

A rock, which dries one foot at low water, is situated half a mile S. 20° E. from the above.

- (2) A rock, with a depth of 10 feet over it at low water, is situated in a position from which the northern extremity of Steep island bears S. 76° W., distant 1½ miles, and Delius island S. 4° E.
- (3) A shoal of sand, with a least depth of 1½ fathoms over it extends to the eastward of the north-eastern Petrel island. The eastern extremity of this shoal, as defined by the 3-fathom contour line, is situated in a position from which the north-eastern Petrel island bears N. 85° W., distant 3½ miles, and the eastern extremity of Three Hummock island N. 21° W.; the northern edge of the same shoal, which is steep-to, is situated with the north-eastern Petrel island bearing S. 60° W., distant 1½ miles, and the eastern extremity of Three Hummock island N. 8° W. The eastern edge of the 5-fathom contour line is situated at a distance of 5½ miles S. 75° E. from the north-eastern Petrel island.

Approximate position, north-eastern Petrel island, lat. 40° 33½' S., long. 144° 57' E.

(Variation 8° easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Bass strait, No. 1695b; Hunter passage, No. 3412: Also Australia Directory, vol. I, 1897, pages 636, 634, 632.*

## AUSTRALIA, SOUTH—TASMANIA, NORTH COAST.

*Port Stanley—Breakwater and Pier Head light.*

No. 326 (third publication).—The British Admiralty has given notice (No. 832 of 1906) that a breakwater has been constructed at Port Stanley, extending from the south side of Circular head in a S. 10° E. direction for a distance of 643 feet. There is a depth of 29 feet at the outer end and 15 feet at the inner end at low-water springs.

A white fixed lantern light is exhibited 214 feet from its outer end and a similar light at its inner end; both these lights are stated to be obscure from seaward, but visible over the anchorage.

Also, that a pier, with a T-shaped head, has been constructed at a distance of 250 yards westward from the breakwater; it extends from the shore in a S. 7° E. direction from a distance of 304 feet. There is a depth of 22 feet at the eastern end of the head and 19 feet at the western.

A fixed light, showing red seaward from the bearing of S. 36° W., through west, to N. 54° W., and white in other directions, is exhibited from the eastern head.

A green fixed light is also shown from a small jetty to the westward of the above pier.

Approximate position, lat. 40° 45½' S., long. 146° 19½' E.

(Variation 8° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Bass strait, No. 1695b: Also List of Lights, part VI, 1906, page 261; and Australia Directory, 1897, vol. I, page 628.

## EASTERN ARCHIPELAGO—BORNEO, NORTH-WEST COAST.

*Great Natuna island—Shoals in the vicinity.*

No. 327 (third publication).—The British Admiralty has given notice (No. 839 of 1906) of the existence of the undermentioned dangers in the vicinity of Great Natuna island in the following positions:—

- (1) A coral reef, with a least depth of 2½ fathoms over it, situated at a distance of 2½ miles S. 22° W. from Semione island. This reef is about 2 cables in extent.
- (2) A coral reef, with a least depth of 5 fathoms over it, situated at a distance of 3½ miles N. 17° E. from Semione island. This reef is about 2 cables in extent.

Approximate position, Semione island, lat. 4° 31' N., long. 107° 42½' E.

- (3) A small coral reef, with a least depth of 1½ feet over it, situated at a distance of 4½ miles N. 82° E. from the south-eastern point of Great Natuna island.

Approximate position, lat. 3° 40' N., long. 108° 20' E.

There is another reef, with a least depth of 5 fathoms over it, situated at a distance of 3½ miles N. 44° E. from the above (3).

- (4) The Postillon (Elphinstone) rocks consist of two rocks, the southernmost being the largest. A reef, with general depths on it of from 8 to 11 fathoms, extends from the largest rock for 1½ miles in a northerly direction, 2½ miles in an easterly direction, 1½ miles in a southerly direction and 1 mile in a westerly direction, but shoal heads of 4½ fathoms exist, situated respectively about 1½ miles N. 25° W. and 2½ miles S. 25° E. from the largest rock.

Approximate position, Postillon or Elphinstone rocks, lat. 3° 22½' N., long. 107° 50½' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—China sea, No. 2660a; Natuna islands, No. 1348: Also China Sea Directory part II, 1899, pages 87, 86, 84.

## BAY OF BENGAL—SINGAPORE STRAIT.

*Coney island—Raffles light altered.*

No. 328 (third publication).—The Master Attendant, Singapore, has given notice, dated 24th August 1906, that on and after 24th September, Raffles light (1° 10' N. 103° 44½' E.) Coney island, will be altered to a group-flashing white, showing groups of three flashes in quick succession, every 10 seconds.



BAY OF BENGAL—MALABAR COAST.

*Cochin harbour—Bar, Spit and Quarantine Buoys replaced in position.*

*No. 329 (third publication).*—With reference to Notice to Mariners No. 175, dated 18th May 1906, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 18 of 1906) that the Bar, Spit and Quarantine Buoys at Cochin will be replaced in position on the 15th September 1906.

BAY OF BENGAL—MALABAR COAST.

*Mallipuram—Light discontinued.*

*No. 330 (third publication)* — With reference to Notice to Mariners No. 175, dated 18th May 1906, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 18 of 1906) that the light at Mallipuram will be discontinued after the 30th September as usual.

ST. L. S. WARDEN, COMMDR., R.I.M.,  
*Port Officer of Calcutta.*



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 26, 1906.

## NOTICES TO MARINERS.

THE following Notices are published for general information.

CALCUTTA, the 21st September 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

### CHINA, EAST COAST—FUCHAN.

*Min river entrance—Position of Fairway buoys altered.*

No. 352 (first publication).—With reference to Notice to Mariners No. 485, dated the 12th December 1905, issued by this office, the British Admiralty has given further notice (No. 910 of 1906) that the positions of the fairway buoys over the outer bar of the river Min have been altered as follows:—

1. Buoy No. 1 has been moved 5 cables N.  $19^{\circ}$  E. from its former position, and is now situated at a distance of  $7\frac{1}{2}$  miles, S.  $74^{\circ}$  E. from Sharp peak  $\blacktriangle$ .
2. Buoy No. 2 has been moved 6 cables N. 13 W. from its former position, and is now situated at a distance of  $5\frac{1}{2}$  miles S.  $68^{\circ}$  E. from Sharp peak  $\blacktriangle$ .

Approximate position, Sharp peak  $\blacktriangle$ , lat.  $26^{\circ} 8' N.$ , long.  $119^{\circ} 40' E.$

(Variation  $1^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Chart:—River Min, No. 2400: Also, China Sea Directory, vol. III, 1904, page 271.

### AFRICA, NORTH-EAST—RED SEA, EASTERN SHORE.

*Khor Ghuleifaka—Shoal in approach.*

No. 353 (first publication).—The British Admiralty has given notice (No. 912 of 1906) that the Master of the S.S. *Africa* reports having obtained a sounding of  $1\frac{1}{2}$  fathoms in the approach to Khor Ghuleifaka in a position from which the extremity of Ras Mujamela the northern point of "Low sandy island" bears N.  $30^{\circ}$  E., distant  $4\frac{1}{2}$  miles, and the southern extremity of the same island S.  $75^{\circ}$  E. Between this position and the coast to the eastward, the depths gradually increased to 4 and 5 fathoms.

Approximate position, lat.  $14^{\circ} 33\frac{1}{2}' N.$ , long.  $42^{\circ} 51\frac{1}{2}' E.$

(Variation  $3^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Red sea, No. 80; Jebel Teir to Perim island, with plan of Khor Ghuleifaka, No. 143: Also, Red Sea, etc., Pilot, 1900, page 337.

## JAPAN, SOUTH COAST—VOLCANO ISLANDS.

*New island disappeared.*

No. 354 (first publication).—With reference to Notice to Mariners No. 364, dated 18th September 1905, issued by this Office, the British Admiralty has given further notice (No. 915 of 1906) that the rocky island, about  $2\frac{1}{2}$  miles in extent, and 480 feet high, reported to have been thrown up by volcanic action, and situated at a distance of about 3 miles north-eastward from Minami Iwo jima (San Augustino), Volcano islands, is reported to have totally disappeared; it has therefore been erased from the charts.

Approximate position on chart No. 781, lat.  $24^{\circ} 20' N.$ , long.  $141^{\circ} 30' E.$

This Notice affects the following Admiralty Chart:—Pacific ocean, No. 781: Also, Sailing Directions for Japan, &c., 1904, page 269.

## EASTERN ARCHIPELAGO—GILLOLO, NORTH-EAST COAST.

*Galela—Shoal in approach.*

No. 355 (first publication).—The British Admiralty has given notice (No. 917 of 1906) of the existence of a shoal, with a least depth of 2 fathoms over it, in the approach to Galela, situated in a position from which Salmudi point bears S.  $62^{\circ} E.$ , distant 2 miles, and Loario point S.  $3^{\circ} E.$

Approximate position, lat.  $1^{\circ} 57\frac{1}{2}' N.$ , long.  $127^{\circ} 56\frac{1}{2}' E.$

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—The Philippine islands, No. 943: Also, Eastern Archipelago, part I, 1902, page 441; and Supplement, 1906, page 41.

## NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Manukau bar—Signal when unsafe for outward-bound vessels.*

No. 356 (first publication).—The British Admiralty has given notice (No. 918 of 1906) that when the bar Manukau harbour is unsafe for outward-bound vessels, a red light will be exhibited by night from the signal station on the South head, or a signal to anchor made during the daytime. When the bar is passable the signal to proceed will be made during the daytime from the same station. These signals will be visible after passing Puponga point.

Approximate position, South head, lat.  $37^{\circ} 3' S.$ , long.  $174^{\circ} 34' E.$

This Notice affects the following Admiralty Chart:—Manukau harbour, No. 2726: Also, New Zealand Pilot, 1901, page 250; and Revised Supplement, 1906, page 66.

## NEW ZEALAND—NORTH ISLAND, EAST COAST—AHURIRI ROAD.

*Napier harbour entrance—Buoy established—Colour of buoys altered.*

No. 357 (first publication).—The British Admiralty has given notice (No. 919 of 1906) that a red conical buoy has been established to mark the foul ground extending south-eastward from Auckland rock, entrance to Napier harbour, in a position situated at a distance of  $4\frac{1}{2}$  cables N.  $5^{\circ} E.$  from Napier or Ahuriri bluff flagstaff.

Approximate position, lat.  $39^{\circ} 27\frac{1}{2}' S.$ , long.  $176^{\circ} 57' E.$

The colour of the buoy marking the breakwater foundations, situated at a distance of  $4\frac{1}{2}$  cables N.  $13^{\circ} E.$  from Napier bluff flagstaff, has been altered from white to black, and the buoy marking Auckland rock, situated at a distance of  $5\frac{1}{2}$  cables N.  $1^{\circ} E.$  from the same flagstaff, from black to red.

(Variation  $14^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Napier port and harbour, No. 2513: Also, New Zealand Pilot, 1901, page 158; and Revised Supplement, 1906, page 54.

## AFRICA, SOUTH COAST—CAPE COLONY—ALGOA BAY.

*Cape Recife light—Sector altered.*

No. 358 (first publication).—The British Admiralty has given notice (No. 926 of 1906) that a sector of *white fixed* light visible between the bearings of S. 39° W. and S. 11° W. is now shown immediately below the *white revolving* light exhibited from Cape Recife light-house in place of the sector of red revolving light formerly shown over the Roman rocks in Algoa bay.

Approximate position, lat. 34° 14' S., long. 25° 42' E.

(Variation 28° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748a; Hondeklip bay to port Natal, No. 2095; Cape St. Francis to Waterloo bay, No. 2085; Algoa bay, No. 642; Also, List of Lights, part VI, 1906, No. 15; and Africa Pilot, part III, 1905, page 125.

## AFRICA, NORTH COAST—GULF OF ADEN.

*Aden light-vessel—Signals indicating depth in channel.*

No. 359 (first publication).—The British Admiralty has given notice (No. 927 of 1906) that when a vessel is entering or leaving the Inner harbour at Aden the depth for every foot between 24 and 33 feet in the Main channel will be indicated from the masthead of the inner light-vessel by means of the Numeral table given at page 421 of the International Code Signal Book, 1899, thus:—letters U. Z. are hoisted over the Code flag when there is a depth of 24 feet in the channel, V. A. when there is a depth of 25 feet, and so on.

Letters C. and E. representing respectively flood and ebb tide will continue to be displayed from the ensign staff of this light-vessel as formerly.

Approximate position, lat 12° 47½' N., long 44° 58½' E.

This Notice affects the following Admiralty Chart:—Aden, &c., No. 7; Also, Red Sea, &c., Pilot, 1900, page 350; and Supplement, 1904, page 39.

## AUSTRALIA, EAST COAST—COLE ISLANDS.

*Ar (R) reef beacon re-established.*

No. 360 (first publication).—With reference to Notice to Mariners No. 214, dated 4th November 1899, issued by this office, the British Admiralty has given further notice (No. 942 of 1906) that the beacon on Ar (R) reef, Cole islands, in the route inside the Great Barrier reef of Australia, has been re-established.

Approximate position, lat. 14° 32' 20" S., long. 144° 55' 10" E.

This Notice affects the following Admiralty Chart:—Turtle group to Claremont point No. 2922; Also, Australia Directory, vol. II, 1898, page 362; and Supplement, 1900 page 14.

## ARABIA, NORTH-EAST—PERSIAN GULF, WEST COAST.

*Kuweit Harbour—Shoal patch reported at the entrance.*

No. 361 (first publication).—The Bombay Government has given notice (No. 88 of 1906) that the Master of S.S. Kola reports that, on the 23rd August 1906, the vessel struck upon an uncharted shoal patch, with the Hill Fort bearing S. 83° W. (True), distant 1 to 1½ mile from the shore, and that he buoyed the patch with a large cask painted red surmounted by a red flag attached to a 4 cwt. kedge anchor.

This Notice affects the following Admiralty Charts:—Persian Gulf, Western Sheet No. 2837b; Kuweit Harbour, No. 22; and Persian Gulf Pilot, 4th edition, 1893, page 155; and Supplement, 1905, page 19.



## INDIA WEST—BOMBAY COAST.

*Rajpuri point light—Red Sector.*

No. 362 (first publication).—The Bombay Government has given notice (No. 90 of 1906) that from the Rajpuri Point Light, the Red Sector is shown over Whale Reef between the following approximate bearings from seaward:—

N. 55° E. to N. 77° E. (magnetic).

Approximate position:

Latitude 18° 17' N.

Longitude 72° 56' E.

This Notice affects the following Admiralty Charts:—Arabian Sea, No. 1012; Karachi to Vengurla, No. 826; Gulf of Kutch to Visadrag, No. 2736; Kundari to Boria Pagoda, No. 738; Janjira Harbour, No. 400; and West Coast of Hindustan Pilot, fourth edition, 1898, page 188; Supplement, 1903, page 15: Also, Admiralty List of Lights, part VI, 1906, No. 245, and List of Light-houses and Light-vessels in British India, 1905, No. 245.

The 21st September 1906.

## CHINA, NORTH—YELLOW SEA—MANCHURIA.

*Port Arthur or Lushan Kau—Buoys marking wreck in approach.*

No. 340 (second publication).—With reference to Notice to Mariners No. 301, dated 17th August 1906, issued by this office, the British Admiralty has given further notice (No. 883 of 1906) that the wreck, with a depth of 10 fathoms over the hull, which sank in the approach to Port Arthur, in a position from which the 515-foot hill south-westward of Chikwan shan bears N. 15° W., distant  $1\frac{1}{4}$  miles, has been marked by two conical buoys, painted in black and white horizontal bands, moored respectively at each end of the wreck.

Approximate position, lat 38° 44½' N., long. 121° 14½' E.

Also, that the wreck, with a depth of 12 fathoms over it, which sank in a position situated at a distance of  $1\frac{3}{4}$  miles S. 37° E. from Port Arthur light, has been marked in a similar manner.

(Variation 4° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Pechili, No. 1798; Kwantung peninsula, No. 1392; Port Arthur, No. 1236: Also, China Sea Directory, vol. III, 1904, page 592.

## AUSTRALIA—VICTORIA.

*Port Phillip entrance—Fairway channel widened and deepened.*

No. 341 (second publication).—With reference to Notice to Mariners No. 107, dated 4th April 1905, issued by this office, the British Admiralty has given further Notice (No. 886 of 1906) that the depth on the leading line in the channel abreast point Lonsdale, in the entrance to port Phillip, has been increased by blasting to 37 feet at low-water ordinary springs, this depth being maintained for a distance of nearly 3 cables to the eastward of that line.

Approximate position of channel, lat. 38° 18' S., long. 144° 38' E.

This Notice affects the following Admiralty Chart:—Port Phillip entrance, Nos. 1171a and 2747: Also, Australia Directory, vol. I, 1897, page 432.

## CEYLON, WEST COAST—COLOMBO HARBOUR APPROACH.

*Nilkete rocks—Wreck disappeared.*

No. 342 (second publication).—With reference to Notice to Mariners No. 223, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 891 of 1906) that the wreck of the S.S. *Kasun*, on the Nilkete rocks in the approach to Colombo harbour, has now totally disappeared.

Approximate position, lat. 6° 41' N., long. 78° 52½' E.

This Notice affects the following Admiralty Chart:—Ceylon, No. 813: Also, Bay of Bengal Pilot, 1901, page 77; and Bay of Bengal Pilot, 1898, page 93.

## EASTERN ARCHIPELAGO—MALAY PENINSULA, SOUTH COAST.

*Singapore strait—Wreck in western approach.*

No. 343 (second publication).—The British Admiralty has given Notice (No. 896 of 1906) that a wreck, with two masts above water, is reported to have sunk in the western approach to Singapore Main strait, situated in a position from which Raffles light bears S. 73° E., distant  $8\frac{1}{2}$  miles, and Pulo Merambon N. 2° E.

Approximate position, lat.  $1^{\circ} 12\frac{1}{2}'$  N., long.  $103^{\circ} 36\frac{1}{2}'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Cape Rachado to Singapore, No. 795; Singapore strait, No. 2403; Also, China Sea Directory, Vol. I, 1896, page 206.

## EASTERN ARCHIPELAGO—BALI ISLAND.

*Buleleng road light—Character altered.*

No. 344 (second publication).—With reference to Notice to Mariners No. 157, dated 12th May 1906, issued by this office, the British Admiralty has given further notice (No. 897 of 1906) that the character of Buleleng road light has been altered from fixed to a *white quick flashing* light visible in clear weather from a distance of 12 miles. The light, which is of the 6th Order, is produced by acetylene gas.

Approximate position, lat.  $8^{\circ} 5\frac{1}{2}'$  S., long.  $115^{\circ} 5\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748b; Australia, etc., No. 2759a; Eastern Archipelago, No. 941b; Java island, No. 1654; plan of Buleleng road on Chart No. 934; Also, List of Lights, Part VI, 1906, No. 511; and Eastern Archipelago, Part II, 1904, page 194.

## EASTERN ARCHIPELAGO—JAVA—MADURA STRAIT.

*Meinderts reef light—Character altered.*

No. 345 (second publication).—With reference to Notice to Mariners No. 247, dated 5th July 1906, issued by this office, the British Admiralty has given further notice (No. 898 of 1906) that Meinderts reef light has been altered from white fixed to *white occulting every ten seconds*, thus:—light, five seconds; eclipse, five seconds; the light, which is of the 4th Order, is produced by acetylene gas.

Approximate position, lat.  $7^{\circ} 40\frac{1}{2}'$  S., long.  $114^{\circ} 26'$  E.

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748b; Australia, etc., No. 2759a; Eastern Archipelago, No. 941b; Java island, No. 1654; Also, List of Lights, Part VI, 1906, No. 506; and Eastern Archipelago, Part II, 1904, page 140.

## EASTERN ARCHIPELAGO—OELLEBS, WEST COAST—MAKASSAR STRAIT.

*Mampya road—Decreased depth on bank—Beacon erected.*

No. 346 (second publication).—The British Admiralty has given notice (No. 905 of 1906) that there is only a depth of 5 fathoms over the position of the 7 fathoms in Mampya bay, shown on the chart at a distance of  $2\frac{1}{2}$  miles S.  $79^{\circ}$  E. from tanjong Mampya.

Also, that a beacon 16 feet high, surmounted by a white ball, has been erected on the extremity of the reef extending westward from Battowae, in a position situated  $3\frac{1}{2}$  miles S.  $42^{\circ}$  E. from tanjong Mampya.

Approximate position, tanjong Mampya, lat.  $3^{\circ} 27'$  S., long.  $119^{\circ} 17'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Strait of Makassar, No. 2637; plan of Mampya road on chart No. 3209; Also, Eastern Archipelago, Part II, 1904, page 316.

## NEW ZEALAND—SOUTH ISLAND.

*Otago harbour entrance—Newly dredged channel—Buoyage altered*

No. 347 (second publication).—With reference to Notice to Mariners No. 110, dated 20th March 1906, issued by this office, the British Admiralty has given further notice (No. 906 of 1906) that a channel, having a least depth of 21 feet in it at low water, has been dredged to the northward of Middle bank, Otago harbour entrance; the north-western edge of this channel is marked as follows:—

- a. A red pile beacon, exhibiting a *white fixed* light, established at a distance of  $3\frac{3}{4}$  cables N.  $61^{\circ}$  W. from Maori Kaika jetty (Black head).
- b. A red pile beacon, exhibiting a *white fixed* light, established at a distance of  $3\frac{1}{8}$  cables N.  $12^{\circ}$  W. from Maori Kaika jetty.
- c. A light buoy, painted red, exhibiting a *white fixed* light, moored at a distance of 4 cables N.  $2^{\circ}$  E. from Maori Kaika point.

The light-buoy exhibiting a red fixed light, formerly situated 50 yards to the eastward of No. 1 beacon on the Middle bank, has been withdrawn, and the white fixed lights, formerly exhibited from Nos. 2 and 3 beacons on the southern edge of the Middle bank, have been discontinued.

Approximate position, Maori Kaika point, lat.  $45^{\circ} 48\frac{1}{2}'$  S., long.  $170^{\circ} 44\frac{1}{2}'$  E.

(Variation  $16^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Otago harbour, No. 2411: Also, List of Lights, part VI, 1906, Nos. 1681; 1681a; New Zealand Pilot, 1901, pages 293, 295; and Revised Supplement, 1906, page 69.

## NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Kaipara harbour—Pouto point—Light established.*

No. 348 (second publication).—The British Admiralty has given notice (No. 907 of 1906) that on 27th June 1906, a *white fixed* lantern light visible from a distance of 5 miles would be established on Pouto point, Kaipara harbour entrance.

Approximate position, lat.  $36^{\circ} 21\frac{1}{2}'$  S., long.  $174^{\circ} 11\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Maunganui bluff to Manu Hau harbour, No. 2543; Kaipara harbour, No. 2614: Also, List of Lights, Part VI, 1906, page 277; New Zealand Pilot, 1901, page 246; and revised Supplement, 1906, page 65.

## CHINA—SOUTH-EAST COAST.

*Port Swatau—Shoals in approach.*

No. 349 (second publication).—The British Admiralty has given notice (No. 908 of 1906) of the existence of a shoal with a depth of 11 feet over it at low water, in the approach to port Swatau, situated in a position from which Squat rock bears N.  $40^{\circ}$  W., distant  $3\frac{1}{2}$  cables, and Green island summit S.  $16^{\circ}$  E.

Approximate position on chart No. 854, lat.  $23^{\circ} 16\frac{1}{2}'$  N., long.  $116^{\circ} 47\frac{1}{2}'$  E.

There is another shoal with a depth of 16 feet over it at low water, situated at a distance of three-quarters of a cable N.  $30^{\circ}$  E. from the above.

(Variation Nil in 1906)

This Notice affects the following Admiralty Charts:—Namoa island, No. 1957; port of Swatau, No. 854: Also, China Sea Directory, Vol. III, 1904, pages 148, 153.

The 15th September 1906.

## BAY OF BENGAL—BURMA COAST.

*Rangoon river—Fairway buoy to be replaced by a lighted Oil buoy.*

No. 350 (second publication).—The Principal Port Officer, Burma, has given notice, dated 12th September 1906, that the present Fairway buoy at the entrance to the Rangoon river will shortly be replaced by a lighted Oil buoy showing a fixed white light. The buoy will be painted in the same way as the present one, viz., with white and black horizontal bands. The change will be effected about the end of September.

The 17th September 1906.

## INDIA, WEST—BOMBAY COAST.

*Bombay floating light replaced.*

No. 351 (second publication).—A telegraphic communication has been received from the Port Officer, Bombay, stating that the Bombay floating light will be replaced by a white fixed light, which will be exhibited from the pilot schooner from the 21st to the 28th September inclusive.

The 18th September 1906.

## AFRICA, NORTH-EAST—GULF OF ADEN.

*Aden anchorage—Channel buoys.*

No. 331 (third publication).—With reference to Notice to Mariners No. 305, dated 28th August 1906, issued by this office, the following further notice (No. 85 of 1906) has been issued by the Bombay Government:—

“For the bearing of Clock Tower from No. 3 Eastern buoy read S. 27 E. (T) and not S. 27 W. (T).”

## PACIFIC OCEAN, SOUTH—NEW CALEDONIA.

*Port Noumea approach—Amédée beacon removed.*

No. 332 (third publication).—The British Admiralty has given notice (No. 845 of 1906) that the red beacon surmounted by a ball on Amédée shoal, port Noumea approach, formerly situated about half a mile westward of Amédée lighthouse, has been removed.

Approximate position, lat.  $22^{\circ} 28\frac{1}{2}'$  S., long.  $166^{\circ} 27\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—New Caledonia, No. 936b; Uen island to St. Vincent bay, No. 2907; approaches to port Noumea, No. 2069; also, Pacific Islands, vol. II, 1900, page 315.

## PACIFIC OCEAN—THE PHILIPPINE ISLANDS—NEGROS—ILO ILO APPROACH.

*Tomonton point shoal—A buoy placed to mark it.*

No. 333 (third publication).—The British Admiralty has given notice (No. 847 of 1906) that a black conical buoy marked “No. 1” depth of  $4\frac{1}{2}$  fathoms to mark the edge of the shoal extending from Tomonton point, in a position from which Tomonton point bears S.  $53^{\circ}$  E., distant 3 miles, and Calabanas light N.  $35^{\circ}$  E. Vessels should not pass to the eastward of this buoy.

Approximate position, lat.  $10^{\circ} 56'$  N., long.  $122^{\circ} 54\frac{1}{2}'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Sulu or Mindoro sea, No. 2578; Also, Eastern Archipelago, part I, 1902, page 267.

## CHINA, EAST COAST—SHANTUNG—KYAU CHAU BAY.

*Shantung—Wireless Telegraph station established.*

No. 334 (third publication).—The British Admiralty has given notice (No. 848 of 1906) that a wireless telegraph station has been established at the Signal Station, Taingtau, Kyau Chau bay, the call signal being K.T.S.

Approximate position, lat.  $36^{\circ} 4'$  N., long.  $120^{\circ} 19\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Kyau Chau to Miau tau strait. No. 1255; Kyau Chau bay, No. 85; Also, List of Lights, part VI, 1906, page vii; and China Sea Directory, vol. III, 1904, page 533.

## PACIFIC OCEAN—THE PHILIPPINE ISLANDS—SAMAR, WEST COAST.

*Katbalogan approach—Buoy established.*

No. 335 (third publication).—The British Admiralty has given notice (No. 849 of 1906) that a red conical buoy has been established in a depth of  $7\frac{1}{2}$  fathoms off the north-western edge of Lutao reefs in the approach to Katbalogan; it has been placed on the chart at a distance of  $1\frac{1}{2}$  miles S.  $56^{\circ}$  W. from Anas point.



The beacon marking the western reef was destroyed in 1905, and apparently it has not yet been restored.

Approximate position, lat.  $11^{\circ} 46\frac{1}{2}'$  N., long.  $124^{\circ} 49\frac{1}{2}'$  E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—San Pedro bay to Libukan islands, No. 2987; ports in the Philippine islands, Katbalogan, &c., No. 1622: Also, Eastern Archipelago, part I, 1902, page 360; and Supplement, 1906, page 28.

#### AUSTRALIA—VICTORIA.

Port Phillip entrance, west channel—Shoal marked by buoy.

No. 336 (third publication).—The British Admiralty has given notice (No. 850 of 1906) of the existence of a shoal head, with a depth of 13 feet over it at low water in the West channel, port Phillip entrance, situated in a position from which Swan island beacon bears S.  $82^{\circ}$  W., distant  $9\frac{1}{2}$  cables, and Popes eye fort S.  $16^{\circ}$  W. This head has been marked by a black can buoy close to its north-eastern side.

Approximate position on chart No. 309, Swan island beacon, lat.  $38^{\circ} 15\frac{1}{2}'$  S., long.  $144^{\circ} 41\frac{1}{2}'$  E.

There is another head, with a depth of 13 feet over it, situated one cable N.  $24^{\circ}$  E. from the above. These heads form part of a narrow ridge about  $1\frac{1}{2}$  cables long in a northerly and southerly direction.

(Variation  $8^{\circ}$  East-ly in 1906.)

This Notice affects the following Admiralty Charts:—Port Phillip entrance, Nos. 1171a, 2747; port Phillip, West channel, No. 309: Also, Australia Directory, vol. I, 1897, page 449. and Supplement, 1900, page 17.

#### AUSTRALIA—NEW SOUTH WALES.

Newcastle harbour—Normal depth in entrance restored.

No. 337 (third publication).—With reference to Notice to Mariners No. 282, dated 10th August 1906, issued by this office, the British Admiralty has given further notice (No. 851 of 1906) that the normal depths in the fairway of the entrance to Newcastle harbour having been restored, the signals made from the Pilot station will indicate each foot of rise or fall above 20 feet as before.

NOTE.—As the depths in the channel are liable to change, the signals are consequently subject to alteration.

Approximate position, lat.  $32^{\circ} 55'$  S., long.  $151^{\circ} 48'$  E.

This Notice affects the following Admiralty Chart:—Newcastle harbour, No. 2119: Also Australia Directory, vol. II, 1898, pages 80, 81.

#### RED SEA, WESTERN SHORE—SAWAKIN APPROACH.

Towartit, north reef.—Beacon disappeared.

No. 338 (third publication).—The British Admiralty has given notice (No. 870 of 1906) that on July 16th the North Towartit reef beacon, in the approach to Sawakin, which had been washed away some six months previously, had not then been replaced.

NOTE.—The attention of Mariners is called to the note on the chart respecting the unreliability of buoys and beacons in this locality.

Approximate position, lat.  $19^{\circ} 31\frac{1}{2}'$  N., long.  $37^{\circ} 19'$  E.

This Notice affects the following Admiralty Charts:—Mersa Duvor to Trinkitat, No. 81. Also, Red Sea, &c., Pilot, 1900, page 155.

#### EASTERN ARCHIPELAGO—BORNEO, NORTH-WEST COAST.

Labuan—Information respecting shoals in approach.

No. 339 (third publication).—The British Admiralty has given notice (No. 871 of 1906) respecting the undermentioned shoals to the northward of Labuan island:—

- (a) The shoal, with a depth of 3 fathoms over it, shown on the chart at a distance of about 6 miles N.  $43^{\circ}$  E., from Bethune head, has been unsuccessfully searched for, depths of 10 fathoms being found over the position; this shoal has therefore been expunged from the charts.

Approximate position, lat.  $5^{\circ} 28'$  N., long.  $115^{\circ} 19'$  E.

- (b) Growler bank has been unsuccessfully searched for, a depth of 10 fathoms having been found over the position.

The shoal with  $4\frac{1}{2}$  fathoms, situated  $1\frac{1}{2}$  miles to the westward of the Growler patch, has been examined. It is found to be about one mile in extent, with a least depth of  $4\frac{1}{2}$  fathoms over it, situated 4 miles S.  $36^{\circ}$  W. from the highest islet on Nosong shoal; this patch has therefore been named Growler shoal, and the former erased from the charts.

Approximate position, lat.  $5^{\circ} 39\frac{1}{2}'$  N., long.  $115^{\circ} 27'$  E.

- (c) Shoal water extends to the northward of Burong island, there being a depth of 5 fathoms, situated at a distance of  $3\frac{1}{2}$  miles N.  $15^{\circ}$  E. from that island.

Approximate position, lat.  $5^{\circ} 48\frac{1}{2}'$  N., long.  $115^{\circ} 41'$  E.

- (d) Shoal water extends for a distance of  $1\frac{1}{2}$  cables to the southward of Udar island. A beacon has been erected near the southern edge of this shoal water, about  $1\frac{1}{2}$  cables S.  $30^{\circ}$  W. from the southern extremity of the island.

Approximate position, lat.  $6^{\circ} 4'$  N., long.  $116^{\circ} 4'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—China Sea, No. 2860b; Barram point to Nosong point, No. 2109; Nosong point to Ambong bay, No. 2111; Labuan island, No. 1844; Lutut point to Gaya head, No. 955; Also, China Sea Directory, vol. II, 1899, pages 165, 166, 167, 168, 172; and Supplement, 1901, pages 6, 7.

The 7th September 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, OCTOBER 3, 1906.

## NOTICES TO MARINERS.

The following Notices are published for general information.

CALCUTTA, the 29th September 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

### INDIA, SOUTH—CEYLON COAST.

*Caution—A newly discovered shoal off Point de Galle.*

No. 363 (first publication).—A telegraphic communication, dated 26th September, has been received from the Master Attendant, Colombo, stating that a four-fathom shoal has been discovered, with Galle light-house bearing N.  $53^{\circ}$  E. Edwards pillar N.  $73^{\circ}$  E. Whale rock N.  $18\frac{1}{2}^{\circ}$  W. Gindurah buoy N.  $41\frac{1}{2}^{\circ}$  W. Mariners are hereby warned.

The above bearings are true.

### BAY OF BENGAL—HUGHLI RIVER ENTRANCE.

*Intermediate light-vessel—Intended alteration.*

No. 964 (first publication).—The British Admiralty has given notice (No. 944 of 1906) that on or about 15th January 1907, the Intermediate light-vessel, river Hughli entrance, exhibiting a white fixed light, will be replaced by a light-vessel exhibiting a white group flashing light every twenty seconds, thus:—flash, four seconds, eclipse, two seconds, flash, four seconds, eclipse, ten seconds; it will be elevated 35 feet above the sea and visible in clear weather from a distance of 11 miles. A riding light elevated 12 feet above the sea will also be exhibited. The vessel, which is painted red and marked "Intermediate," will have no masts or day marks, and carry no crew; the light will therefore be unwatched. A bell will be sounded by the ship's motion.

Approximate position, lat.  $21^{\circ} 14'$  N., long.  $88^{\circ} 11'$  E.

This Notice affects the following Admiralty Charts:—Bay of Bengal, No. 70; Cocanada to Rassein river, No. 829; the Sandheads, No. 814; Also, List of Lights, part VI, 1906, No. 348; and Bay of Bengal Pilot, 1901, pages 223, 224.

## AUSTRALIA, SOUTH—KANGAROO ISLAND.

*Port Kingscote—Alteration in lighting.*

No. 365 (*first publication*).—The British Admiralty has given notice (No. 947 of 1906) that the lighting of port Kingscote has been altered as follows:—

- a. A fixed light, elevated 18 feet above high water, showing red to seaward, and white landward over the jetty, and visible from a distance of 4 miles, is exhibited from a post on the outer end of the jetty.
- b. A white fixed light, visible from a distance of 8 miles, is exhibited from a house painted white, erected on the rise at the inner end of the jetty.

Approximate position, inner light, lat.  $36^{\circ} 39' S.$ , long.  $137^{\circ} 38\frac{1}{2}' E.$

These two lights in line mark the position of the telegraph bell buoy.

This Notice affects the following Admiralty Chart:—*Gulf of St Vincent, &c.*, No. 2389a; Also, *List of Lights*, part VI, 1906, No. 1252; *Australia Directory*, vol I, 1897, page 313; and Supplement, 1900, page 14.

## EASTERN ARCHIPELAGO—SUMATRA, WEST COAST.—TAMPAT TUAN BAY.

*Tuan point—Intended light.*

No. 366 (*first publication*).—The British Admiralty has given notice (No. 954 of 1906), that it is intended to establish a white group occulting light, showing groups of three occultations every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; from an open ironwork frame support, 45 feet high, and painted white, erected on Tuan point, Tampat Tuan bay: the light, which will be of the 4th order, will be elevated 203 feet above high water, and visible in clear weather from a distance of 13 miles.

Approximate position, lat.  $3^{\circ} 14\frac{1}{2}' N.$ , long.  $97^{\circ} 10' E.$

Further Notice will be given when this light has been established.

This Notice affects the following Admiralty Charts:—*Eastern archipelago*, No. 941a; *China Sea*, No. 1263; *Acheh head to Tyingkok bay*, with plan, No. 2760; Also, *List of Lights*, part VI, 1906, page 75; *China Sea Directory*, vol. I, 1898, page 275; and Supplement, 1899, page 17.

## CHINA SEA—SINGAPORE STRAIT.

*Raffles light.—Date of alteration in character.*

No. 367 (*first publication*).—With reference to Notice to Mariners No. 3, dated 8th January 1906, issued by this office, the British Admiralty has given further notice (No 960 of 1906) that the character of Raffles light, Coney island, will be altered from white fixed to white group flashing, showing groups of three flashes in quick succession every ten seconds, and visible in clear weather from a distance of 16 miles.

Approximate position, lat.  $1^{\circ} 10' N.$ , long.  $103^{\circ} 44\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Malacca strait*, No. 1355; *cap-e Rachado to Singapore*, No. 795; *Banka straits to Singapore*, No. 2757; *approaches to Singapore*, No. 3543; *Singapore strait*, Nos. 2403; 2404; Also, *List of Lights*, part VI, 1906 No. 437; and *China Sea Directory*, vol. I, 1898, page 201.

## PACIFIC OCEAN—THE PHILIPPINE ISLANDS—LUZON, EAST COAST—(ALBAY GULF.)

*Legaspi—White light discontinued.*

No. 368 (*first publication*).—With reference to Notice to Mariners No. 207, dated 15th June 1903, issued by this office, the British Admiralty has given further notice (No. 961 of 1906) that on or about the 20th July the white fixed light, elevated 67 feet above high water, formerly exhibited at a short distance to the northward of the town of Legaspi, would be discontinued. The red fixed light, which was subsequently established below the above light, would remain as before.

Approximate position on chart No. 3368, lat.  $13^{\circ} 2\frac{1}{2}' N.$ , long.  $123^{\circ} 45\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Batan island to San Bernardino island*, No. 3368; Also, *List of Lights*, part VI, 1906, No. 684; *Eastern Archipelago*, part I, 1902, page 383; and Supplement, 1906, page 33.



## AFRICA, SOUTH-EAST—MADAGASCAR, WEST COAST—MINOW ISLANDS.

*Nosi Mitsio—Shoal off the north end.*

No. 369 (first publication).—The British Admiralty has given notice (No. 966 of 1906) that a shoal, with a depth of  $2\frac{1}{2}$  fathoms over it, is reported to exist in Little sound, between Nosi Fissaka and the Northern extremity of Nosi Mitsio; it has been placed on the chart at a distance of 7 cables, West from mount Ankarana and marked P.D.

Approximate position, lat.  $12^{\circ} 50' S.$ , long.  $48^{\circ} 38' E.$

(Variation  $7^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Chart:—Plan of the Minow islands on chart No. 705: Also, islands of the Southern Indian Ocean, 1904, page 159.

The 29th September 1906.

## CHINA, EAST COAST—FUCHAN.

*Min river entrance—Position of Fairway buoys altered.*

No. 352 (second publication).—With reference to Notice to Mariners No. 425, dated the 12th December 1905, issued by this office, the British Admiralty has given further notice (No. 910 of 1906) that the positions of the fairway buoys over the outer bar of the river Min have been altered as follows:—

1. Buoy No. 1 has been moved 5 cables N.  $19^{\circ} E.$  from its former position, and is now situated at a distance of  $7\frac{1}{8}$  miles, S.  $74^{\circ} E.$  from Sharp peak  $\Delta$ .
2. Buoy No. 2 has been moved 6 cables N.  $13^{\circ} W.$  from its former position, and is now situated at a distance of  $5\frac{1}{8}$  miles S.  $68^{\circ} E.$  from Sharp peak  $\Delta$ .

Approximate position, Sharp peak  $\Delta$ , lat.  $26^{\circ} 8' N.$ , long.  $119^{\circ} 40' E.$

(Variation  $1^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Chart:—River Min, No. 2400: Also, China Sea Directory, vol. III, 1904, page 271.

## AFRICA, NORTH-EAST—RED SEA, EASTERN SHORE.

*Khor Ghuleifaka—Shoal in approach.*

No. 353 (second publication).—The British Admiralty has given notice (No. 912 of 1906) that the Master of the S.S. *Africa* reports having obtained a sounding of  $1\frac{1}{2}$  fathoms in the approach to Khor Ghuleifaka in a position from which the extremity of Ras Mujamela the northern point of "Low sandy island" bears N.  $30^{\circ} E.$ , distant  $4\frac{1}{2}$  miles, and the southern extremity of the same island S.  $75^{\circ} E.$  Between this position and the coast to the eastward, the depths gradually increased to 4 and 5 fathoms.

Approximate position, lat.  $14^{\circ} 38\frac{1}{2}' N.$ , long.  $42^{\circ} 51\frac{1}{2}' E.$

(Variation  $5^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Red sea, No. 8e; Jebel Teir to Perim island, with plan of Khor Ghuleifaka, No. 143: Also, Red Sea, etc., Pilot, 1900, page 337.

## JAPAN, SOUTH COAST—VOLCANO ISLANDS.

*New island disappeared.*

No. 354 (second publication).—With reference to Notice to Mariners No. 364, dated 18th September 1905, issued by this Office, the British Admiralty has given further notice (No. 915 of 1906) that the rocky island, about  $2\frac{1}{2}$  miles in extent, and 480 feet high, reported to have been thrown up by volcanic action, and situated at a distance of about 3 miles north-eastward from Minami Iwo jima (San Augustino), Volcano islands, is reported to have totally disappeared; it has therefore been erased from the charts.

Approximate position on chart No. 781, lat.  $24^{\circ} 20' N.$ , long.  $141^{\circ} 30' E.$

This Notice affects the following Admiralty Chart:—Pacific ocean, No. 781: Also, Sailing Directions for Japan, &c., 1904, page 269.

## EASTERN ARCHIPELAGO—GILLOLO, NORTH-EAST COAST.

*Galela—Shoal in approach.*

No. 355 (second publication).—The British Admiralty has given notice (No. 917 of 1906) of the existence of a shoal, with a least depth of 2 fathoms over it, in the approach to Galela, situated in a position from which Salmudi point bears S. 62° E., distant 2 miles, and Loario point S. 3° E.

Approximate position, lat. 1° 57½' N., long. 127° 56½' E.

(Variation 1° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—The Philippine islands, No. 943: Also, Eastern Archipelago, part I, 1902, page 441; and Supplement, 1906, page 41.

## NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Manukau bar—Signal when unsafe for outward-bound vessels.*

No. 356 (second publication).—The British Admiralty has given notice (No. 918 of 1906) that when the bar Manukau harbour is unsafe for outward-bound vessels, a red light will be exhibited by night from the signal station on the South head, or a signal to anchor made during the daytime. When the bar is passable the signal to proceed will be made during the daytime from the same station. These signals will be visible after passing Puponga point.

Approximate position, South head, lat. 37° 3' S, long 174° 34' E.

This Notice affects the following Admiralty Chart:—Manukau harbour, No. 2726: Also, New Zealand Pilot, 1901, page 250; and Revised Supplement, 1906, page 66.

## NEW ZEALAND—NORTH ISLAND, EAST COAST—AHURIRI ROAD.

*Napier harbour entrance—Buoy established—Colour of buoys altered.*

No. 357 (second publication).—The British Admiralty has given notice (No. 919 of 1906) that a red conical buoy has been established to mark the foul ground extending south-eastward from Auckland rock, entrance to Napier harbour, in a position situated at a distance of 4½ cables N. 5° E. from Napier or Ahuriri bluff flagstaff.

Approximate position, lat. 39° 27½' S., long. 176° 57' E.

The colour of the buoy marking the breakwater foundations, situated at a distance of 4½ cables N. 13° E. from Napier bluff flagstaff, has been altered from white to black, and the buoy marking Auckland rock, situated at a distance of 5½ cables N. 1° E. from the same flagstaff, from black to red.

(Variation 14° Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Napier port and harbour, No. 2513: Also, New Zealand Pilot, 1901, page 158; and Revised Supplement, 1906, page 54.

## AFRICA, SOUTH COAST—CAPE COLONY—ALGOA BAY.

*Cape Recife light—Sector altered.*

No. 358 (second publication).—The British Admiralty has given notice (No. 926 of 1906) that a sector of white fixed light visible between the bearings of S. 39° W. and S. 11° W. is now shown immediately below the white revolving light exhibited from cape Recife light-house in place of the sector of red revolving light formerly shown over the Roman rocks in Algoa bay.

Approximate position, lat. 34° 14' S., long. 25° 42' E.

(Variation 38° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748a; Hondeklip bay to port Natal, No. 2095; cape St. Francis to Waterbo bay, No. 2085; Algoa bay, No. 642: Also, List of Lights, part VI, 1906, No. 15; and Africa Pilot, part III, 1905, page 126.

## AFRICA, NORTH COAST—GULF OF ADEN.

*Aden light-vessel—Signals indicating depth in channel.*

No. 359 (second publication).—The British Admiralty has given notice (No. 927 of 1906) that when a vessel is entering or leaving the Inner harbour at Aden the depth for every foot between 24 and 33 feet in the Main channel will be indicated from the masthead of the inner light-vessel by means of the Numeral table given at page 421 of the International Code Signal Book, 1899, thus:—letters U. Z. are hoisted over the Code flag when there is a depth of 24 feet in the channel, V. A. when there is a depth of 25 feet, and so on.

Letters O. and F. representing respectively flood and ebb tide will continue to be displayed from the ensign staff of this light-vessel as formerly.

Approximate position, lat  $12^{\circ} 47\frac{1}{2}'$  N., long  $44^{\circ} 58\frac{1}{2}'$  E.

This Notice affects the following Admiralty Chart:—Aden, &c., No. 7: Also, Red Sea, &c., Pilot, 1900, page 350; and Supplement, 1904, page 39.

## AUSTRALIA, EAST COAST—COLE ISLANDS.

*Ar (R) reef beacon re-established.*

No. 360 (second publication).—With reference to Notice to Mariners No. 214, dated 4th November 1899, issued by this office, the British Admiralty has given further notice (No. 942 of 1906) that the beacon on Ar (R) reef, Cole islands, in the route inside the Great Barrier reef of Australia, has been re-established.

Approximate position, lat.  $14^{\circ} 32' 20''$  S., long.  $144^{\circ} 55' 10''$  E.

This Notice affects the following Admiralty Chart:—Turtle group to Claremont point No. 2922: Also, Australia Directory, vol. II, 1898, page 362; and Supplement, 1900 page 14.

## ARABIA, NORTH-EAST—PERSIAN GULF, WEST COAST.

*Kuwait Harbour—Shoal patch reported at the entrance.*

No. 361 (second publication).—The Bombay Government has given notice (No. 88 of 1906) that the Master of S.S. Kola reports that, on the 23rd August 1906, the vessel struck upon an uncharted shoal patch, with the Hill Fort bearing S.  $83^{\circ}$  W. (True), distant 1 to  $1\frac{1}{2}$  mile from the shore, and that he buoyed the patch with a large cask painted red surmounted by a red flag attached to a 4 owt. kedge anchor.

This Notice affects the following Admiralty Charts:—Persian Gulf, Western Sheet No. 2837b; Kuwait Harbour, No. 22; and Persian Gulf Pilot, 4th edition, 1898, page 155; and Supplement, 1905, page 19.

## INDIA WEST—BOMBAY COAST.

*Rajpuri point light—Red Sector.*

No. 362 (second publication).—The Bombay Government has given notice (No. 90 of 1906) that from the Rajpuri Point Light, the Red Sector is shown over Whale Reef between the following approximate bearings from seaward:—

N.  $55^{\circ}$  E. to N.  $77^{\circ}$  E. (magnetic).

Approximate position:

Latitude  $18^{\circ} 17'$  N.

Longitude  $72^{\circ} 56'$  E.

This Notice affects the following Admiralty Charts:—Arabian Sea, No. 1012; Karachi to Vengurla, No. 826; Gulf of Kutch to Viniadrug, No. 2736; Kundari to Boria Pagoda, No. 738; Janjira Harbour, No. 400; and West Coast of Hindustan Pilot, fourth edition, 1898, page 188; Supplement, 1903, page 15: Also, Admiralty List of Lights, part VI, 1906, No. 245, and List of Light-houses and Light-vessels in British India, 1905, No. 245.

The 21st September 1906.

## CHINA, NORTH—YELLOW SEA—MANCHURIA.

*Port Arthur or Lushan Kan—Buoys marking wreck in approach.*

No. 340 (third publication).—With reference to Notice to Mariners No. 301, dated 17th August 1906, issued by this office, the British Admiralty has given further notice (No. 883 of 1906) that the wreck, with a depth of 10 fathoms over the hull, which sank in the approach to Port Arthur, in a position from which the 515-foot hill south-westward of Chikwan shan bears N. 15° W., distant 1½ miles, has been marked by two conical buoys, painted in black and white horizontal bands, moored respectively at each end of the wreck.

Approximate position, lat 38° 44½' N., long. 121° 14½' E.

Also, that the wreck, with a depth of 12 fathoms over it, which sank in a position situated at a distance of 1½ miles S. 37° E. from Port Arthur light, has been marked in a similar manner.

(Variation 4° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Pechili, No. 1798; Kwantung peninsula, No. 1392; Port Arthur, No. 1236: Also, China Sea Directory, vol. III, 1904, page 592.

## AUSTRALIA—VICTORIA.

*Port Phillip entrance—Fairway channel widened and deepened.*

No. 341 (third publication).—With reference to Notice to Mariners No. 107, dated 4th April 1906, issued by this office, the British Admiralty has given further Notice (No. 886 of 1906) that the depth on the leading line in the channel abreast point Lonsdale, in the entrance to port Phillip, has been increased by blasting to 37 feet at low-water ordinary springs, this depth being maintained for a distance of nearly 3 cables to the eastward of that line.

Approximate position of channel, lat. 38° 18' S., long. 144° 38' E.

This Notice affects the following Admiralty Chart:—Port Phillip entrance, Nos. 1171a and 2747: Also, Australia Directory, vol. I, 1897, page 432.

## CEYLON, WEST COAST—COLOMBO HARBOUR APPROACH.

*Nilketo rocks—Wreck disappeared.*

No. 342 (third publication).—With reference to Notice to Mariners No. 223, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 891 of 1906) that the wreck of the S.S. *Kasim*, on the Nilketo rocks in the approach to Colombo harbour, has now totally disappeared.

Approximate position, lat. 6° 41' N., long. 78° 52½' E.

This Notice affects the following Admiralty Chart:—Ceylon, No. 813: Also, Bay of Bengal Pilot, 1901, page 77; and Bay of Bengal Pilot, 1898, page 93.

## EASTERN ARCHIPELAGO—MALAY PENINSULA, SOUTH COAST.

*Singapore strait—Wreck in western approach.*

No. 343 (third publication).—The British Admiralty has given Notice (No. 896 of 1906) that a wreck, with two masts above water, is reported to have sunk in the western approach to Singapore Main strait, situated in a position from which Raffles light bears S. 73° E., distant 8½ miles, and Pulo Merambon N. 2° E.

Approximate position, lat. 1° 12½' N., long. 103° 36½' E.

(Variation 1° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Cape Rachado to Singapore, No. 795: Singapore strait, No. 2403: Also, China Sea Directory, Vol. I, 1896, page 208.

## EASTERN ARCHIPELAGO—BALI ISLAND.

*Buleleng road light—Character altered.*

No. 344 (third publication).—With reference to Notice to Mariners No. 157, dated 12th May 1906, issued by this office, the British Admiralty has given further notice (No. 897 of 1906) that the character of Buleleng road light has been altered from fixed to a *white quick flashing* light visible in clear weather from a distance of 12 miles. The light, which is of the 6th Order, is produced by acetylene gas.

Approximate position, lat.  $8^{\circ} 54'$  S., long.  $115^{\circ} 54'$  E.

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748b; Australia, etc., No. 2759a; Eastern Archipelago, No. 941b; Java island, No. 1654; plan of Buleleng road on Chart No. 934; Also, List of Lights, Part VI, 1906, No. 511; and Eastern Archipelago, Part II, 1904, page 194.

## EASTERN ARCHIPELAGO—JAVA—MADURA STRAIT.

*Meinderts reef light—Character altered.*

No. 345 (third publication).—With reference to Notice to Mariners No. 247, dated 5th July 1906, issued by this office, the British Admiralty has given further notice (No. 898 of 1906) that Meinderts reef light has been altered from white fixed to *white occulting every ten seconds*, thus:—light, *five seconds*; eclipse, *five seconds*; the light, which is of the 4th Order, is produced by acetylene gas.

Approximate position, lat.  $7^{\circ} 40\frac{1}{2}'$  S., long.  $114^{\circ} 26'$  E.

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748b; Australia, No. 2759a; Eastern Archipelago, No. 941b; Java island, No. 1654; Also, List of Lights, Part VI, 1906, No. 506; and Eastern Archipelago, Part II, 1904, page 140.

## EASTERN ARCHIPELAGO—CELEBES, WEST COAST—MAKASSAR STRAIT.

*Mampya road—Decreased depth on bank—Beacon erected.*

No. 346 (third publication).—The British Admiralty has given notice (No. 905 of 1906) that there is only a depth of 5 fathoms over the position of the 7 fathoms in Mampya bay, shown on the chart at a distance of  $2\frac{1}{4}$  miles S.  $79^{\circ}$  E. from tanjong Mampya.

Also, that a beacon 16 feet high, surmounted by a white ball, has been erected on the extremity of the reef extending westward from Battowae, in a position situated  $3\frac{1}{4}$  miles S.  $42^{\circ}$  E. from tanjong Mampya.

Approximate position, tanjong Mampya, lat.  $3^{\circ} 27'$  S., long.  $119^{\circ} 17'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Strait of Makassar, No. 2637; plan of Mampya road on chart No. 3209; Also, Eastern Archipelago, Part II, 1904, page 316.

## NEW ZEALAND—SOUTH ISLAND.

*Otago harbour entrance—Newly dredged channel—Buoyage altered.*

No. 347 (third publication).—With reference to Notice to Mariners No. 110, dated 20th March 1906, issued by this office, the British Admiralty has given further notice (No. 906 of 1906) that a channel, having a least depth of 21 feet in it at low water, has been dredged to the northward of Middle bank, Otago harbour entrance; the north-western edge of this channel is marked as follows:—

- a. A red pile beacon, exhibiting a *white fixed* light, established at a distance of  $3\frac{1}{4}$  cables N.  $61^{\circ}$  W. from Maori Kaike jetty (Black head).
- b. A red pile beacon, exhibiting a *white fixed* light, established at a distance of  $3\frac{1}{4}$  cables N.  $12^{\circ}$  W. from Maori Kaike jetty.
- c. A light buoy, painted red, exhibiting a *white fixed* light, moored at a distance of 4 cables N.  $2^{\circ}$  E. from Maori Kaike point.



The light-buoy exhibiting a red fixed light, formerly situated 50 yards to the eastward of No. 1 beacon on the Middle bank, has been withdrawn, and the white fixed lights, formerly exhibited from Nos. 2 and 3 beacons on the southern edge of the Middle bank, have been discontinued.

Approximate position, Maori Kaike point, lat.  $45^{\circ} 48\frac{1}{2}'$  S, long.  $170^{\circ} 44\frac{1}{2}'$  E.

(Variation  $16^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Otago harbour, No. 2411: Also, List of Lights, part VI, 1906, Nos. 1681, 1681a; New Zealand Pilot, 1901, pages 293, 295; and Revised Supplement, 1906, page 69.

#### NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Kaipara harbour—Pouto point—Light established.*

No. 348 (third publication).—The British Admiralty has given notice (No. 907 of 1906) that on 27th June 1906, a white fixed lantern light visible from a distance of 6 miles would be established on Pouto point, Kaipara harbour entrance.

Approximate position, lat.  $36^{\circ} 21\frac{1}{2}'$  S., long.  $174^{\circ} 11\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Maunganui bluff to Manu Kau harbour, No. 2543; Kaipara harbour, No. 2614: Also, Light of Lights, Part VI, 1906, page 277; New Zealand Pilot, 1901, page 246; and revised Supplement, 1906, page 65.

#### CHINA—SOUTH-EAST COAST.

*Port Swatau—Shoals in approach.*

No. 349 (third publication).—The British Admiralty has given notice (No. 908 of 1906) of the existence of a shoal with a depth of 11 feet over it at low water, in the approach to port Swatau, situated in a position from which Squat rock bears N.  $40^{\circ}$  W., distant  $3\frac{1}{2}$  cables, and Green island summit S.  $16^{\circ}$  E.

Approximate position on chart No. 854, lat.  $23^{\circ} 16\frac{1}{2}'$  N., long.  $116^{\circ} 47\frac{1}{2}'$  E.

There is another shoal with a depth of 16 feet over it at low water, situated at a distance of three-quarters of a cable N.  $30^{\circ}$  E. from the above.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—Namoa island, No. 1957; port of Swatau, No. 854: Also, China Sea Directory, Vol. III, 1904, pages 148, 153.

The 15th September 1906.

#### BAY OF BENGAL—BURMA COAST.

*Rangoon river—Fairway buoy to be replaced by a lighted Oil buoy.*

No. 350 (third publication).—The Principal Port Officer, Burma, has given notice, dated 12th September 1906, that the present Fairway buoy at the entrance to the Rangoon river will shortly be replaced by a lighted Oil buoy showing a fixed white light. The buoy will be painted in the same way as the present one, viz., with white and black horizontal bands. The change will be effected about the end of September.

The 17th September 1906.

#### INDIA, WEST—BOMBAY COAST.

*Bombay floating light replaced.*

No. 351 (third publication).—A telegraphic communication has been received from the Port Officer, Bombay, stating that the Bombay floating light will be replaced by a white fixed light, which will be exhibited from the pilot schooner from the 21st to the 28th September inclusive.

The 18th September 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,

Port Officer of Calcutta.



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, OCTOBER 10, 1906.

## NOTICES TO MARINERS.

The following Notices are published for general information.

CALCUTTA, the 6th October 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

### ARABIA, NORTH-EAST—PERSIAN GULF.

*Kishm island, south-east coast—Shoal reported.*

No. 370 (first publication).—The British Admiralty has given Notice (No. 985 of 1906) of the existence of a shoal, over which the sea breaks off Shuza, on the south-east coast of Kishm island, in a position situated at a distance of about nine cables S. 20° W. from the village.

Approximate position, lat. 26° 46' N., long 56° 4½' E.

The position of this shoal, which was not examined, is approximate. P. D. has therefore been placed against it on the charts.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart :—Entrance to Persian gulf, with plan of Kishm, No. 753 ; Also Persian Gulf Pilot, 1898, page 211, and Supplement 1905, page 22.

### NEW ZEALAND—NORTH ISLAND.

*Wellington—Time-ball discontinued.*

No. 371 (first publication).—The British Admiralty has given notice (No. 987 of 1906) that Wellington Observatory has been demolished, and that in consequence the time-ball has been discontinued.

A new observatory is to be built on Battery hill.

The chronometers from the Observatory are at present kept in the Government buildings, where comparisons can be obtained.

Further Notice will be given when the time-ball is re-established.

Approximate position of Observatory, lat. 41° 17' S., long. 174° 46' E.

This Notice affects the following Admiralty Charts :—Port Nicholson, No. 1423 ; Lambton harbour and Evans bay, No. 803 ; Also New Zealand Pilot, 1901, page 172 ; and List of Time Signals, 1904, page 32.

## CHINA—EAST COAST—CHAUAN BAY.

*Kwadra island--Shoal to the northward.*

No. 372 (*first publication*).—The British Admiralty has given Notice (No. 989 of 1906) that a narrow bank of sand and mud, with a least depth of 2 fathoms over it at low water, extends in a N. N. E. direction for  $1\frac{1}{2}$  miles from the northern extremity of Kwadra island, Chauan bay.

This narrow bank is connected at its northern end with the shoal water now shown on the chart.

Approximate position, Kwadra island, lat.  $23^{\circ} 36' N.$ , long.  $117^{\circ} 17' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart:—*Hong Kong to the Brothers*, No. 1962: Also *China Sea Directory*, Vol. III, 1904, page 161.

## EASTERN ARCHIPELAGO—STRAIT OF MALACCA—KLANG STRAIT.

*Port Swettenham approach—Beacons established.*

No. 373 (*first publication*).—The British Admiralty has given Notice (No. 994 of 1906) that four white beacons, each consisting of a tripod with staff, surmounted by a white ball, about 4 feet in diameter, have been established in Klang strait, port Swettenham approach, in the undermentioned positions:—

1. On the edge of the spit extending northward from tanjong Bakau, at the northern entrance, North Klang strait.

Approximate position, lat.  $3^{\circ} 5' 15'' N.$ , long.  $101^{\circ} 20' 00'' E.$

2. On the 8-fathom patch, situated to the westward of tanjong Gila, and nearly in the centre of the entrance to port Swettenham.

Approximate position, lat.  $3^{\circ} 00' 00'' N.$ , long.  $101^{\circ} 21' 18'' E.$

3. On the north-eastern edge of the flat extending eastward from Pulo Labuan Kurap, on the western side of South Klang strait.

Approximate position, lat.  $2^{\circ} 59' 5'' N.$ , long.  $101^{\circ} 18' 00'' E.$

4. On the south-eastern edge of the flat extending from pulo Labuan Kurap, on the western side of South Klang strait.

Approximate position, lat.  $2^{\circ} 58' 13'' N.$ , long.  $101^{\circ} 18' 00'' E.$

This Notice affects the following Admiralty Charts:—*Klang strait*, No. 3453; *port Swettenham*, No. 2153: Also *China Sea Directory*, Vol. I, 1896, page 171.

## EASTERN ARCHIPELAGO—SUMATRA, SOUTH COAST, LAMPONG BAY.

*Telok Betong light—Intended alteration in character.*

No. 374 (*first publication*).—The British Admiralty has given Notice (No. 1003 of 1906) that it is intended to alter the character of Telok Betong light, Lampong bay, from a red fixed to a white flashing light every three seconds, thus:—light one second; eclipse, two seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position, lat.  $5^{\circ} 26\frac{1}{2}' S.$ , long.  $106^{\circ} 16\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Eastern archipelago*, No. 941a; *Tyngkok bay to Sunda strait*, No. 2761; *Sunda strait and approaches*, No. 2056; *Telok Betong*, No. 940: Also *List of Lights*, Part VI, 1906, No. 467; and *China Sea Directory*, vol. I, 1896, page 364.

## EASTERN ARCHIPELAGO—SUMATRA, NORTH-WEST COAST—MALACCA PASSAGE.

*Pulo Buru light—Intended alteration in character.*

No. 375 (*first publication*).—The British Admiralty has given Notice No. 1004 of 1906 that it is intended to alter the character of the light shown from pulo Buru, Malacca

passage, from a white fixed to a *white occulting* light every twenty seconds, thus:—light, fifteen seconds; eclipse, five seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position on chart No. 219, lat.  $5^{\circ} 40\frac{1}{2}'$  N., long.  $95^{\circ} 25'$  E.

*This Notice affects the following Admiralty Charts:—Bassin river to pulo Penang, No. 830; Aceh head to Tyingkok bay, No. 2760; Aceh head to Diamond point, No. 219; Also, List of Lights, Part VI, 1906, No. 392; Bay of Bengal Pilot, 1901, page 282; and China Sea Directory, vol. I, 1896, page 55.*

#### CHINA SEA—GASPAR STRAIT—MACCLESFIELD CHANNEL.

*Pulo Lepar Light—Intended alteration in character.*

No. 376 (first publication).—The British Admiralty has given Notice (No. 1005 of 1906) that it is intended to alter the character of the light shown from Labu, or Rocky point, pulo Lepar, Macolesfield channel, from a white fixed to a *white flashing* light every three seconds thus:—light, one second; eclipse, two seconds. The light, of the 4th order, will be shown from a white iron framework tower 65 feet in height.

Further Notice will be given.

Approximate position, lat.  $2^{\circ} 57'$  S., long.  $106^{\circ} 54\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941a; Gaspar and Banka straits, No. 2149; Gaspar strait, No. 2137; Also List of Lights, Part VI, 1906, No. 535; and China Sea Directory, vol. I, 1896, page 436.*

#### INDIA, WEST—BOMBAY COAST.

*Bombay harbour—Mine Practice Field Area.*

No. 377 (first publication).—The Bombay Government has given notice (No. 92 of 1906) that on and after the 15th October 1906, a mine practice field lying in a direction N.  $69^{\circ}$  W. and S.  $69^{\circ}$  E. (True) immediately to the west of Karanja Beacon will be laid down in the Harbour.

2. The area will be 1,360 yards long by 470 yards wide and will be maintained in position until 31st March 1907.

3. The Western face of this field will be marked by 3 buoys—one at each corner and one in the centre.

4. The N. W. buoy will be red and in a position N.  $68^{\circ}$  W. (True) 6.6 cables from Karanja Beacon.

5. The S. W. buoy will be red and in a position N.  $88^{\circ}$  W. (True) 6.9 cables from Karanja Beacon.

6. The centre buoy will be painted in red and white checks and carry a square metal flag coloured red and white.

7. The Eastern face of the field will be marked by two buoys—one at each corner, painted black.

8. Vessels should not pass between or anchor in the area marked by these buoys.

*This Notice affects the following Admiralty Charts:—Bombay Harbour, No. 2621; Port of Bombay, No. 655; Also, West Coast of Hindustan Pilot, 1898, page 199.*

#### INDIA, WEST—BOMBAY COAST.

*Submerged buoys off Kundari island.*

No. 378 (first publication).—The Bombay Government has given notice (No. 98 of 1906) that the Master of S.S. *Noushera* reports that he passed a buglow floating bottom upwards in Latitude  $18^{\circ} 37'$  N., Longitude  $72^{\circ} 38'$  E., Kundari Island, bearing N.  $63^{\circ}$  E. (T), distant 10 miles.

*This Notice affects the following Admiralty Charts:—Kardchi to Vengurla, No. 826; Gulf of Kutch to Viniadrug, No. 2738; and Kundari to Boria Pagoda, No. 738; Also, West Coast of Hindustan Pilot, 4th edition, 1898, page 193.*

## AUSTRALIA, SOUTH—GULF OF ST. VINCENT.

*Corny point lighthouse—Alteration of light.*

No. 379 (*first publication*).—The President of the Marine Board, Port Adelaide, has given notice (No. 14 of 1906) that it is intended, on or about the 1st January 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Arc, i.e., between the bearings of N.E.  $\frac{1}{4}$  E. and N.E. by N.  $\frac{3}{4}$  N., where it is shut in by the first point to the Southward of the Lighthouse.

The Red Sector will be visible for 14 miles, the full range of the light.

*This affects Admiralty Chart No. 2389 A.*

## INDIA, SOUTH—CEYLON COAST.

*Caution—A newly discovered shoal off Point de Galle.*

No. 363 (*second publication*).—A telegraphic communication, dated 26th September, has been received from the Master Attendant, Colombo, stating that a four-fathom shoal has been discovered, with Galle light-house bearing N.  $53^{\circ}$  E. Edwards pillar N.  $73^{\circ}$  E. Whale rock N.  $18\frac{1}{2}^{\circ}$  W. Gindurah buoy N.  $41\frac{1}{2}^{\circ}$  W. Mariners are hereby warned.

The above bearings are true.

## BAY OF BENGAL—HUGHLI RIVER ENTRANCE.

*Intermediate light-vessel—Intended alteration.*

No. 364 (*second publication*).—The British Admiralty has given notice (No. 944 of 1906) that on or about 15th January 1907, the Intermediate light-vessel, river Hughli entrance, exhibiting a white fixed light, will be replaced by a light-vessel exhibiting a *white group flashing light every twenty seconds*, thus:—flash, *four seconds*, eclipse, *two seconds*, flash, *four seconds*, eclipse, *ten seconds*; it will be elevated 35 feet above the sea and visible in clear weather from a distance of 11 miles. A riding light elevated 12 feet above the sea will also be exhibited. The vessel, which is painted red and marked "Intermediate," will have no masts or day marks, and carry no crew; the light will therefore be unwatched. A bell will be sounded by the ship's motion.

Approximate position, lat.  $21^{\circ} 14'$  N., long.  $88^{\circ} 11'$  E.

*This Notice affects the following Admiralty Charts:—Bay of Bengal, No. 70; Cocanada to Bassin river, No. 829; the Sandheads, No. 814; Also, List of Lights, part VI, 1906, No. 348; and Bay of Bengal Pilot, 1901, pages 223, 224.*

## AUSTRALIA, SOUTH—KANGAROO ISLAND.

*Port Kingscote—Alteration in lighting.*

No. 365 (*second publication*).—The British Admiralty has given notice (No. 947 of 1906) that the lighting of port Kingscote has been altered as follows:—

- a. A fixed light, elevated 13 feet above high water, showing *red* to seaward, and *white* landward over the jetty, and visible from a distance of 4 miles, is exhibited from a post on the outer end of the jetty.
- b. A *white fixed* light, visible from a distance of 8 miles, is exhibited from a house painted white, erected on the rise at the inner end of the jetty.

Approximate position, inner light, lat.  $35^{\circ} 39'$  S., long.  $137^{\circ} 38\frac{1}{2}'$  E.

These two lights in line mark the position of the telegraph bell buoy.

*This Notice affects the following Admiralty Chart:—Gulf of St. Vincent, &c., No. 2389a; Also, List of Lights, part VI, 1906, No. 1252; Australia Directory, vol I, 1897, page 313; and Supplement, 1900, page 14.*



## EASTERN ARCHIPELAGO—SUMATRA, WEST COAST.—TAMPAT TUAN BAY.

*Tuan point—Intended light.*

No. 366 (second publication).—The British Admiralty has given notice (No. 954 of 1906), that it is intended to establish a *white group occulting light*, showing groups of three occultations every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; from an open ironwork frame support, 45 feet high, and painted white, erected on Tuan point, Tampat Tuan bay: the light, which will be of the 4th order, will be elevated 203 feet above high water, and visible in clear weather from a distance of 13 miles.

Approximate position, lat.  $3^{\circ} 14\frac{1}{2}'$  N., long.  $97^{\circ} 10'$  E.

Further Notice will be given when this light has been established.

This Notice affects the following Admiralty Charts:—*Eastern archipelago*, No. 941a; *China Sea*, No. 1263; *Acheh head to Tyngkok bay*, with plan, No. 2760: Also, *List of Lights*, part VI, 1906, page 75; *China Sea Directory*, vol. I, 1896, page 275; and *Supplement*, 1899 page 17.

## CHINA SEA—SINGAPORE STRAIT.

*Raffles light.—Date of alteration in character.*

No. 367 (second publication).—With reference to Notice to Mariners No. 3, dated 8th January 1906, issued by this office, the British Admiralty has given further notice (No. 960 of 1906) that the character of Raffles light, Coney island, will be altered from white fixed to *white group flashing*, showing groups of three flashes in quick succession every ten seconds, and visible in clear weather from a distance of 16 miles.

Approximate position, lat.  $1^{\circ} 10'$  N., long.  $103^{\circ} 44\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Malacca strait*, No. 1355; *cape Rachado to Singapore*, No. 795; *Banka straits to Singapore*, No. 2757; *approaches to Singapore*, No. 3543; *Singapore strait*, Nos. 2403; 2404: Also, *List of Lights*, part VI, 1906, No. 437; and *China Sea Directory*, vol. I, 1896, page 201.

## PACIFIC OCEAN—THE PHILIPPINE ISLANDS—LUZON, EAST COAST—(ALBAY GULF.)

*Legaspi—White light discontinued.*

No. 368 (second publication).—With reference to Notice to Mariners No. 207, dated 15th June 1903, issued by this office, the British Admiralty has given further notice (No. 961 of 1906) that on or about the 20th July the white fixed light, elevated 67 feet above high water, formerly exhibited at a short distance to the northward of the town of Legaspi, would be discontinued. The red fixed light, which was subsequently established below the above light, would remain as before.

Approximate position on chart No. 3368, lat.  $13^{\circ} 9\frac{1}{2}'$  N., long.  $128^{\circ} 45\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Batan island to San Bernardino island*, No. 3368: Also, *List of Lights*, part VI, 1906, No. 689; *Eastern Archipelago*, part I, 1902, page 383; and *Supplement*, 1906, page 33.

## AFRICA, SOUTH-EAST—MADAGASCAR, WEST COAST—MINOW ISLANDS.

*Nosi Mitsio—Shoal off the north end.*

No. 369 (second publication).—The British Admiralty has given notice (No. 966 of 1906) that a shoal, with a depth of  $2\frac{1}{2}$  fathoms over it, is reported to exist in Little sound, between Nosi Fisaka and the Northern extremity of Nosi Mitsio; it has been placed on the chart at a distance of 7 cables, West from mount Ankarana and marked P.D.

Approximate position, lat.  $12^{\circ} 50'$  S., long.  $48^{\circ} 38'$  E.

(Variation  $7^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Chart:—*Plan of the Minow islands on chart No. 708*: Also, *islands of the Southern Indian Ocean*, 1904, page 159.

The 29th September 1906.

## CHINA, EAST COAST—FUCHAN.

*Min river entrance—Position of Fairway buoys altered.*

*No. 352 (third publication).*—With reference to Notice to Mariners No. 485, dated the 12th December 1905, issued by this office, the British Admiralty has given further notice (No. 910 of 1906) that the positions of the fairway buoys over the outer bar of the river Min have been altered as follows:—

1. Buoy No. 1 has been moved 5 cables N. 19° E. from its former position, and is now situated at a distance of  $7\frac{1}{4}$  miles, S. 74° E. from Sharp peak ▲.
2. Buoy No. 2 has been moved 6 cables N. 13° W. from its former position, and is now situated at a distance of  $5\frac{1}{4}$  miles S. 68° E. from Sharp peak ▲.

Approximate position, Sharp peak ▲, lat. 26° 8' N., long. 119° 40' E.

(Variation 1° Westerly in 1906.)

*This Notice affects the following Admiralty Chart:—River Min, No. 2400: Also, China Sea Directory, vol. III, 1904, page 271.*

## AFRICA, NORTH-EAST—RED SEA, EASTERN SHORE.

*Khor Ghuleifaka—Shoal in approach.*

*No. 353 (third publication).*—The British Admiralty has given notice (No. 912 of 1906) that the Master of the S.S. *Africa* reports having obtained a sounding of  $1\frac{1}{2}$  fathoms in the approach to Khor Ghuleifaka in a position from which the extremity of Ras Mujamela the northern point of "Low sandy island" bears N. 30° E., distant  $4\frac{1}{2}$  miles, and the southern extremity of the same island S. 75° E. Between this position and the coast to the eastward, the depths gradually increased to 4 and 5 fathoms.

Approximate position, lat. 14° 33½' N., long. 42° 51½' E.

(Variation 5° Westerly in 1906.)

*This Notice affects the following Admiralty Charts:—Red sea, No. 86; Jebel Teir to Perim island, with plan of Khor Ghuleifaka, No. 143: Also, Red Sea, etc., Pilot, 1900, page 337.*

## JAPAN, SOUTH COAST—VOLCANO ISLANDS.

*New island disappeared.*

*No. 354 (third publication).*—With reference to Notice to Mariners No. 364, dated 18th September 1905, issued by this Office, the British Admiralty has given further notice (No. 915 of 1906) that the rocky island, about  $2\frac{1}{2}$  miles in extent, and 480 feet high, reported to have been thrown up by volcanic action, and situated at a distance of about 3 miles north-eastward from Minami Iwo jima (San Augustino), Volcano islands, is reported to have totally disappeared; it has therefore been erased from the charts.

Approximate position on chart No. 781, lat. 24° 20' N., long. 141° 30' E.

*This Notice affects the following Admiralty Chart:—Pacific ocean, No. 781: Also, Sailing Directions for Japan, &c., 1904, page 269.*

## EASTERN ARCHIPELAGO—GILLOLO, NORTH-EAST COAST.

*Galela—Shoal in approach.*

*No. 355 (third publication).*—The British Admiralty has given notice (No. 917 of 1906) of the existence of a shoal, with a least depth of 2 fathoms over it, in the approach to Galela, situated in a position from which Salmudi point bears S. 62° E., distant 2 miles, and Loario point S. 3° E.

Approximate position, lat. 1° 57½' N., long. 127° 56½' E.

(Variation 1° Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—The Philippine islands, No. 943: Also, Eastern Archipelago, part I, 1902, page 441; and Supplement, 1906, page 41.*

## NEW ZEALAND—NORTH ISLAND, WEST COAST.

*Manukau bar—Signal when unsafe for outward-bound vessels.*

No. 356 (third publication).—The British Admiralty has given notice (No. 918 of 1906) that when the bar Manukau harbour is unsafe for outward-bound vessels, a red light will be exhibited by night from the signal station on the South head, or a signal to anchor made during the daytime. When the bar is passable the signal to proceed will be made during the daytime from the same station. These signals will be visible after passing Puponga point.

Approximate position, South head, lat.  $37^{\circ} 3' S$ , long.  $174^{\circ} 34' E$ .

This Notice affects the following Admiralty Chart:—Manukau harbour, No. 2726: Also, New Zealand Pilot, 1901, page 250; and Revised Supplement, 1906, page 66.

## NEW ZEALAND—NORTH ISLAND, EAST COAST—AHURIRI ROAD.

*Napier harbour entrance—Buoy established—Colour of buoys altered.*

No. 357 (third publication).—The British Admiralty has given notice (No. 919 of 1906) that a red conical buoy has been established to mark the foul ground extending south-eastward from Auckland rock, entrance to Napier harbour, in a position situated at a distance of  $4\frac{1}{2}$  cables N.  $5^{\circ} E$ . from Napier or Ahuriri bluff flagstaff.

Approximate position, lat.  $39^{\circ} 27\frac{1}{2}' S$ , long.  $176^{\circ} 57' E$ .

The colour of the buoy marking the breakwater foundations, situated at a distance of  $4\frac{1}{2}$  cables N.  $13^{\circ} E$ . from Napier bluff flagstaff, has been altered from white to black, and the buoy marking Auckland rock, situated at a distance of  $5\frac{1}{2}$  cables N.  $1^{\circ} E$ . from the same flagstaff, from black to red.

(Variation  $14^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Napier port and harbour, No. 2513: Also, New Zealand Pilot, 1901, page 158; and Revised Supplement, 1906, page 54.

## AFRICA, SOUTH COAST—CAPE COLONY—ALGOA BAY.

*Cape Recife light—Sector altered.*

No. 358 (third publication).—The British Admiralty has given notice (No. 926 of 1906) that a sector of white fixed light visible between the bearings of S.  $39^{\circ} W$ . and S.  $11^{\circ} W$ . is now shown immediately below the white revolving light exhibited from Cape Recife light-house in place of the sector of red revolving light formerly shown over the Roman rocks in Algoa bay.

Approximate position, lat.  $34^{\circ} 14' S$ , long.  $25^{\circ} 42' E$ .

(Variation  $28^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748a; Hondsclip bay to port Natal, No. 2095; Cape St. Francis to Waterloo bay, No. 2085; Algoa bay, No. 642: Also, List of Lights, part VI, 1906, No. 15; and Africa Pilot, part III, 1905, page 125.

## AFRICA, NORTH COAST—GULF OF ADEN.

*Aden light-vessel—Signals indicating depth in channel.*

No. 359 (third publication).—The British Admiralty has given notice (No. 927 of 1906) that when a vessel is entering or leaving the Inner harbour at Aden the depth for every foot between 24 and 33 feet in the Main channel will be indicated from the masthead of the inner light-vessel by means of the Numeral table given at page 421 of the International Code Signal Book, 1899, thus:—letters U. Z. are hoisted over the Code flag when there is a depth of 24 feet in the channel, V. A. when there is a depth of 25 feet, and so on.

Letters C. and K. representing respectively flood and ebb tide will continue to be displayed from the ensign staff of this light-vessel as formerly.

Approximate position, lat.  $12^{\circ} 47\frac{1}{2}' N$ , long.  $44^{\circ} 58\frac{1}{2}' E$ .

This Notice affects the following Admiralty Chart:—Aden, &c., No. 7: Also, Red Sea, &c., Pilot, 1900, page 350; and Supplement, 1904, page 39.

## AUSTRALIA, EAST COAST—COLE ISLANDS.

*Ar (R) reef beacon re-established.*

No. 360 (*third publication*).—With reference to Notice to Mariners No. 214, dated 4th November 1899, issued by this office, the British Admiralty has given further notice (No. 942 of 1906) that the beacon on Ar (R) reef, Cole islands, in the route inside the Great Barrier reef of Australia, has been re-established.

Approximate position, lat.  $14^{\circ} 32' 20''$  S., long.  $144^{\circ} 55' 10''$  E.

*This Notice affects the following Admiralty Chart:—Turtle group to Claremont point No. 2922: Also, Australia Directory, vol. II, 1898, page 362; and Supplement, 1900 page 14.*

## ARABIA, NORTH-EAST—PERSIAN GULF, WEST COAST.

*Kuweit Harbour—Shoal patch reported at the entrance.*

No. 361 (*third publication*).—The Bombay Government has given notice (No. 88 of 1906) that the Master of S.S. Kola reports that, on the 23rd August 1906, the vessel struck upon an uncharted shoal patch, with the Hill Fort bearing S.  $88^{\circ}$  W. (True), distant 1 to  $1\frac{1}{2}$  mile from the shore, and that he buoyed the patch with a large cask painted red surmounted by a red flag attached to a 4 cwt. kedge anchor.

*This Notice affects the following Admiralty Charts:—Persian Gulf, Western Sheet No. 2837b; Kuweit Harbour, No. 22; and Persian Gulf Pilot, 4th edition, 1893, page 155, and Supplement, 1905, page 19.*

## INDIA WEST—BOMBAY COAST.

*Rajpuri point light—Red Sector.*

No. 362 (*third publication*).—The Bombay Government has given notice (No. 90 of 1906) that from the Rajpuri Point Light, the Red Sector is shown over Whale Reef between the following approximate bearings from seaward:—

N.  $55^{\circ}$  E. to N.  $77^{\circ}$  E. (magnetic).

Approximate position:

Latitude  $16^{\circ} 17'$  N.

Longitude  $72^{\circ} 56'$  E.

*This Notice affects the following Admiralty Charts:—Arabian Sea, No. 1012; Karachi to Vengurla, No. 826; Gulf of Kutch to Visiadrug, No. 2736; Kundari to Boria Pagoda, No. 738; Janjira Harbour, No. 400; and West Coast of Hindustan Pilot, fourth edition, 1898, page 188; Supplement, 1903, page 15: Also, Admiralty List of Lights, part VI, 1906, No. 245, and List of Light-houses and Light-vessels in British India, 1905, No. 245.*

The 21st September 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, OCTOBER 17, 1906.

## NOTICES TO MARINERS.

The following Notices are published for general information.

CALCUTTA, the 12th October 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

### AUSTRALIA—VICTORIA—PORT PHILLIP APPROACH.

*Barwon head—Buoy on the S. E. withdrawn.*

No. 380 (*first publication*).—The British Admiralty has given Notice (No. 1007 of 1906) that the automatic signal buoy, situated  $1\frac{1}{4}$  miles S. E. by E.  $\frac{1}{4}$  E. from Barwon head, in the approach to Port Phillip, has been permanently withdrawn.

Approximate position, lat.  $38^{\circ} 18\frac{1}{2}'$  S., long.  $144^{\circ} 31\frac{1}{2}'$  E.

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Western approach to Bass strait, No. 1063; Bass strait, sheet II, No. 1895b; Port Phillip, No. 1171a: Also Australia Directory, vol. I, 1897, page 428.

### JAPAN—NAIKAI—GULF OF OSAKA.

*Osaka road—Lights established—Light buoys withdrawn.*

No. 381 (*first publication*).—The British Admiralty has given notice (No. 1008 of 1906) that, on the 1st June 1906, the undermentioned lights would be established on the heads of the new breakwaters in Osaka road, Inland sea, and the light buoys moored off their outer extremities would be withdrawn:—

- (1) A red fixed light, elevated 45 feet above high water, and visible in clear weather from a distance of 12 miles, on the head of the South breakwater.  
The light is exhibited from a red hexagonal iron tower, 25 feet in height.
- (2) A white fixed light, elevated 45 feet above high water, and visible in clear weather from a distance of 12 miles, on the head of the North breakwater.  
The light is exhibited from a white hexagonal iron tower, 25 feet in height.

Approximate position, North breakwater light, lat.  $34^{\circ} 38\frac{1}{2}'$  N., long.  $135^{\circ} 23\frac{1}{2}'$  E.

- (3) A red fixed light on the outer end of the Tramway pier in the harbour.

This Notice affects the following Admiralty Charts:—Naikai or Inland sea, No. 3875; Kobe and Osaka, No. 16: Also List of Lights, Part VI, 1906, page 171; and Sailing Directions for Japan, &c., 1904, page 420.



## AUSTRALIA—VICTORIA—PORT PHILLIP.

*Gellibrand Point light—Amended sector—Anonyma shoal—Beacon removed.*

No. 382 (first publication).—With reference to Notice to Mariners No. 289, dated the 10th August 1906, issued by this office, the British Admiralty has given further notice (No. 1016 of 1906) that the red and white occulting sector shown from Gellibrand Point light over Hobson bay is visible between the bearings of S. 63° W. and S. 3° W., instead of between S. 63° W. and South as given in the above Notice.

Approximate position, Gellibrand Point light-house, lat. 37° 52½' S., long. 144° 55' E.

Information has also been received that the chequered beacon marking Anonyma shoal, situated nearly three-quarters of a mile S. by W. from Picnic Point, has been removed.

Approximate position, lat. 37° 57½' S., long. 144° 59½' E.

(Variation 8° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Port Phillip No. 1171b; Hobson bay, No. 624; Also List of Lights, Part VI, 1906, No. 1320; Australia Directory, vol. I, 1897; pages 459, 455; and Supplement, 1900, page 17.

## AUSTRALIA—QUEENSLAND, MORETON BAY.

*Spitfire bank and East Knoll—Amended positions of buoys.*

No. 383 (first publication).—The British Admiralty has given notice (No. 1025 of 1906) that the buoys marking Spitfire bank and East Knoll, Moreton bay, have been moved, and are now situated as follows:—

- (1) Spitfire bank light-buoy has been moved 4 cables N. 46° E. from its former position, and is now situated with Cowan Cowan Point light-house bearing S. 49° E., distant 7½ miles, and the south-eastern extreme of Bribie island S. 36° W.
- (2) East Knoll buoy has been moved 4½ cables S. 88° W. from its former position, and is now situated with Cowan Cowan Point light-house bearing N. 67° E. distant 1½ miles, and Comboyuro Point light-house N. 7° E.

Approximate position, Cowan Cowan Point light-house on charts 1670a and b, lat. 27° 8½' S., long. 153° 21½' E.

NOTE.—(1) It will be seen that the buoys in their new positions do not apparently guard the shoals they are intended to mark. (2) When entering Moreton by the north-west channel it is advisable to keep just northward of the line of the leading lights, as North bank appears to be extending to the northward.

(Variation 9° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Danger Point to cape Moreton, No. 1029; Moreton bay, Nos. 1670a, 1670b; Also Australia Directory, vol. II, 1898, pages 126, 127.

## EASTERN ARCHIPELAGO—MADURA STRAIT.

*Pasuruan and Panarukan lights—Intended alteration in character.*

No. 384 (first publication).—The British Admiralty has given notice (No. 1032 of 1906) that it is intended to alter the character of the undermentioned lights in Madura strait as follows:—

- (1) PASURUAN LIGHT from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds.

Approximate position, lat. 7° 37' S., long. 112° 55' E.

- (2) PANARUKAN LIGHT from a white fixed to a white flashing light every three seconds, thus:—light, one second; eclipse, two seconds.

Approximate position, lat. 7° 41½' S., long. 113° 56' E.

The lights will be of the 6th order.

Further Notice will be given.

This Notice affects the following Admiralty Chart:—Eastern Archipelago, No. 941b; island of Java, eastern portion, No. 1654; Also List of Lights, Part VI, 1906, Nos. 500 and 504; and Eastern Archipelago, part II, 1904, pages 134, 137.

## EASTERN ARCHIPELAGO—LOMBOK STRAIT.

*Ampenan light—Intended alteration in character.*

No. 385 (first publication).—The British Admiralty has given notice (No. 1033 of 1906) that it is intended to alter the character of Ampenan light from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $8^{\circ} 34\frac{1}{2}'$  S., long.  $116^{\circ} 4'$  E.

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 941b; *Ampenan road on sheet No. 895*; *Also List of Lights, part VI, 1906*, No. 512; and *Eastern Archipelago, part II, 1904*, page 301.

## EASTERN ARCHIPELAGO—TIMOR, WEST COAST—KOEPIANG BAY.

*Fort Concordia light—Intended alteration in character.*

No. 386 (first publication).—The British Admiralty has given notice (No. 1034 of 1906) that it is intended to alter the character of Fort Concordia light, Koepang bay, from a white fixed to a white flashing light every three seconds, thus:—light, one second; eclipse, two seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position, lat.  $10^{\circ} 10'$  S., long.  $123^{\circ} 34\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; *Koepang bay with plan of Koepang road*, No. 3296; *Also List of Lights, part VI, 1906*, No. 575; and *Eastern Archipelago, part II, 1904*, page 244.

## EASTERN ARCHIPELAGO—CELEBES ISLAND—GULF OF TOMINI.

*Gorontalo light—Intended alteration in character.*

No. 387 (first publication).—The British Admiralty has given notice (No. 1035 of 1906) that it is intended to alter the character of the Gorontalo light, gulf of Tomini, from a white fixed to a white group flashing light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, fifteen seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $0^{\circ} 29\frac{1}{2}'$  N., long.  $123^{\circ} 3'$  E.

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; *Gorontalo river on sheet No. 2196*; *Also List of Lights, part VI, 1906*, No. 558; and *Eastern Archipelago, part II, 1904*, page 382.

## EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

*Manado light—Intended alteration in character.*

No. 388 (first publication).—The British Admiralty has given notice (No. 1036 of 1906) that it is intended to alter the character of Manado light, Celebes island, from a white fixed to a white group occulting light every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $1^{\circ} 29'$  N., long.  $124^{\circ} 50'$  E.

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; *Manado road on sheet No. 930*; *Also List of Lights, part VI, 1906*, No. 559; *Eastern Archipelago, part I, 1902*, page 485; and *Eastern Archipelago, part II, 1904*, page 393.

## AFRICA, EAST COAST—ZANZIBAR ISLAND.

*Nungwe Point light—Intended increase of power.*

No. 389 (first publication).—The Bombay Government has given notice (No. 102 of 1906) that on and after 1st September 1906, a 4th order fixed white light will be shown from Ras Nungwe Light-house in place of the present 5th order light. During the

alteration the present 5th order light will be exhibited as usual. The new light will be 57 feet above High Water and visible 13 miles in clear weather.

*This Notice affects the following Admiralty Charts:—Pangani to Kimbiji, including the approaches to Zanzibar, No. 640b; Zanzibar to Malindi, No. 664; and Africa Pilot, part III, 7th edition, 1905, page 426; also Admiralty List of Lights, part VI, 1906, No. 72.*

#### AUSTRALIA—WIDE BAY BAR.

*Alteration in channel—Directions for crossing.*

No. 390 (first publication).—The Port Master, Brisbane, has given notice (No. 5 of 1906) that when crossing Wide Bay Bar the square beacons on Hook Point must now be kept open twice their own width to the Northward, keeping them in that position until the triangular beacons on Inskip Point are open twice their own width to the Westward: then haul up for them, keeping them in that position until past the S. E. spit, or nearing the red buoy, when haul out and bring them into line and continue as formerly.

By night the depth of water will show when the S. E. spit has been passed.

*Charts affected—Nos. 1030 and 1068; Australia Directory, vol. 2.*

#### BAY OF BENGAL—CHITTAGONG COAST.

*Kurnajuli river—Depth of water in the channels.*

No. 391 (first publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 11th October and reduced to zero:—

					Ft.	In.
<i>Track No. 1.—Outer bar—</i>						
Disc on diamond	...	...	...	...	11	6
Marks open to the north	...	...	...	...	14	0
<i>Track No. 2.—Inner bar—</i>						
Disc on diamond	...	...	...	...	11	6
Batten beacon on pillar	...	...	...	...	12	3
<i>Track No. 3.—</i>						
Triangle on cross and ball	...	...	...	...	17	6
<i>Track No. 4.—Guptakhally crossing—</i>						
Tripod on diamond	...	...	...	...	17	0

#### INDIA, WEST—BOMBAY COAST.

*Murdeswar buoy replaced.*

No. 392 (first publication).—With reference to Notice to Mariners No. 208, dated the 7th June 1906, issued by this office, the Bombay Government has given further notice (No. 104 of 1906) that the Murdeswar buoy was replaced on 21st September.

#### INDIA, WEST—BOMBAY COAST.

*Bhatkal buoy replaced.*

No. 393 (first publication).—With reference to Notice to Mariners No. 209, dated 7th June 1906, issued by this Office, the Bombay Government has given further notice (No. 104 of 1906) that the Bhatkal buoy was replaced on 20th September 1906.

#### ARABIA, NORTH-EAST—PERSIAN GULF.

*Kishm island, south-east coast—Shoal reported.*

No. 370 (second publication).—The British Admiralty has given Notice (No. 985 of 1906) of the existence of a shoal, over which the sea breaks off Shuza, on the south-east coast of Kishm island, in a position situated at a distance of about nine cables S. 20° W. from the village.

Approximate position, lat. 26° 46' N., long. 56° 4½' E.

The position of this shoal, which was not examined, is approximate. P. D. has therefore been placed against it on the charts.

(Variation Nil in 1906.)

*This Notice affects the following Admiralty Chart:—Entrance to Persian gulf, with plan of Kishm, No. 753; Also Persian Gulf Pilot, 1898, page 211, and Supplement 1905, page 22.*

## NEW ZEALAND—NORTH ISLAND.

*Wellington—Time-ball discontinued.*

No. 371 (second publication).—The British Admiralty has given notice (No. 987 of 1906) that Wellington Observatory has been demolished, and that in consequence the time-ball has been discontinued.

A new observatory is to be built on Battery hill.

The chronometers from the Observatory are at present kept in the Government buildings, where comparisons can be obtained.

Further Notice will be given when the time-ball is re-established.

Approximate position of Observatory, lat.  $41^{\circ} 17' S.$ , long.  $174^{\circ} 46' E.$

This Notice affects the following Admiralty Charts:—*Port Nicholson*, No. 1423; *Lambton harbour and Evans bay*, No. 803; *Also New Zealand Pilot*, 1901, page 172; and *List of Time Signals*, 1904, page 32.

## CHINA—EAST COAST—CHAUAN BAY.

*Kwadra island—Shoal to the northward.*

No. 372 (second publication).—The British Admiralty has given Notice (No. 989 of 1906) that a narrow bank of sand and mud, with a least depth of 2 fathoms over it at low water, extends in a N. N. E. direction for  $1\frac{1}{2}$  miles from the northern extremity of Kwadra island, Chauan bay.

This narrow bank is connected at its northern end with the shoal water now shown on the chart.

Approximate position, Kwadra island, lat.  $23^{\circ} 36' N.$ , long.  $117^{\circ} 17' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart:—*Hong Kong to the Brothers*, No. 1962; *Also China Sea Directory*, Vol. III, 1904, page 161.

## EASTERN ARCHIPELAGO—STRAIT OF MALACCA—KLANG STRAIT.

*Port Swettenham approach—Beacons established.*

No. 373 (second publication).—The British Admiralty has given Notice (No. 994 of 1906) that four white beacons, each consisting of a tripod with staff, surmounted by a white ball, about 4 feet in diameter, have been established in Klang strait, port Swettenham approach, in the undermentioned positions:—

1. On the edge of the spit extending northward from tanjong Bakau, at the northern entrance, North Klang strait.

Approximate position, lat.  $3^{\circ} 5' 15'' N.$ , long.  $101^{\circ} 20' 00'' E.$

2. On the 3-fathom patch, situated to the westward of tanjong Gila, and nearly in the centre of the entrance to port Swettenham.

Approximate position, lat.  $3^{\circ} 00' 00'' N.$ , long.  $101^{\circ} 21' 18'' E.$

3. On the north-eastern edge of the flat extending eastward from Pulo Labuan Kurap, on the western side of South Klang strait.

Approximate position, lat.  $2^{\circ} 59' 5'' N.$ , long.  $101^{\circ} 18' 00'' E.$

4. On the south-eastern edge of the flat extending from pulo Labuan Kurap, on the western side of South Klang strait.

Approximate position, lat.  $2^{\circ} 58' 13'' N.$ , long.  $101^{\circ} 18' 00'' E.$

This Notice affects the following Admiralty Charts:—*Klang strait*, No. 3453; *port Swettenham*, No. 2153; *Also China Sea Directory*, Vol. I, 1896, page 171.

## EASTERN ARCHIPELAGO—SUMATRA, SOUTH COAST, LAMPONG BAY.

*Telok Betong light—Intended alteration in character.*

No. 374 (second publication).—The British Admiralty has given Notice (No. 1003 of 1906) that it is intended to alter the character of Telok Betong light, Lampong bay, from

a red fixed to a white flashing light every three seconds, thus:—light one second; eclipse, two seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position, lat.  $5^{\circ} 26\frac{1}{2}'$  S., long  $105^{\circ} 16\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Eastern archipelago, No. 941a; Tyingkok bay to Sunda strait, No. 2761; Sunda strait and approaches, No. 2056; Telok Betung, No. 940; Also List of Lights, Part VI, 1806, No. 467; and China Sea Directory, vol. I, 1896, page 364.*

#### EASTERN ARCHIPELAGO—SUMATRA, NORTH-WEST COAST—MALACCA PASSAGE.

*Pulo Buru light—Intended alteration in character.*

No. 375 (second publication).—The British Admiralty has given Notice No. 1004 of 1906 that it is intended to alter the character of the light shown from pulo Buru, Malacca passage, from a white fixed to a white occulting light every twenty seconds, thus:—light, fifteen seconds; eclipse, five seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position on chart No. 219, lat.  $5^{\circ} 40\frac{1}{2}'$  N., long.  $95^{\circ} 25'$  E.

*This Notice affects the following Admiralty Charts:—Bassein river to pulo Penang, No. 830; Achek head to Tyingkok bay, No. 2760; Achek head to Diamond point, No. 219; Also, List of Lights, Part VI, 1906, No. 392; Bay of Bengal Pilot, 1901, page 282; and China Sea Directory, vol. I, 1896, page 55.*

#### CHINA SEA—GASPAR STRAIT—MACCLESFIELD CHANNEL.

*Pulo Lepar Light—Intended alteration in character.*

No. 376 (second publication).—The British Admiralty has given Notice (No. 1005 of 1906) that it is intended to alter the character of the light shown from Labu, or Rocky point, pulo Lepar, Macclesfield channel, from a white fixed to a white flashing light every three seconds thus:—light, one second; eclipse, two seconds. The light, of the 4th order, will be shown from a white iron framework tower 65 feet in height.

Further Notice will be given.

Approximate position, lat.  $2^{\circ} 57'$  S., long.  $106^{\circ} 54\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941a; Gaspar and Banka straits, No. 2149; Gaspar strait, No. 2157; Also List of Lights, Part VI, 1906, No. 535; and China Sea Directory, vol. I, 1896, page 436.*

#### INDIA, WEST—BOMBAY COAST.

*Bombay harbour—Mine Practice Field Area.*

No. 377 (second publication).—The Bombay Government has given notice (No. 92 of 1906) that on and after the 15th October 1906, a mine practice field lying in a direction N.  $69^{\circ}$  W. and S.  $69^{\circ}$  E. (True) immediately to the west of Karanja Beacon will be laid down in the Harbour

2. The area will be 1,360 yards long by 470 yards wide and will be maintained in position until 31st March 1907.

3. The Western face of this field will be marked by 3 buoys—one at each corner and one in the centre.

4. The N. W. buoy will be red and in a position N.  $68^{\circ}$  W. (True) 6.6 cables from Karanja Beacon.

5. The S. W. buoy will be red and in a position N.  $88^{\circ}$  W. (True) 6.9 cables from Karanja Beacon.

6. The centre buoy will be painted in red and white checks and carry a square metal flag coloured red and white.

7. The Eastern face of the field will be marked by two buoys—one at each corner, painted black.

8. Vessels should not pass between or anchor in the area marked by these buoys.

*This Notice affects the following Admiralty Charts:—Bombay Harbour, No. 2621; Port of Bombay, No. 655; Also, West Coast of Hindustan Pilot, 1898, page 199.*



## INDIA, WEST—BOMBAY COAST.

*Submerged luglow off Kundari island.*

No. 378 (second publication).—The Bombay Government has given notice (No. 98 of 1906) that the Master of S.S. *Nowshera* reports that he passed a buglow floating bottom upwards in Latitude  $18^{\circ} 37' N.$ , Longitude  $72^{\circ} 38' E.$ , Kundari Island, bearing N.  $63^{\circ} E.$  (T), distant 10 miles.

This Notice affects the following Admiralty Charts:—*Karachi to Vengurla*, No. 826; *Gulf of Kutch to Vindiadrug*, No. 2736; and *Kundari to Boria Pagoda*, No. 738: Also, *West Coast of Hindustan Pilot*, 4th edition, 1898, page 193.

## AUSTRALIA, SOUTH—GULF OF ST. VINCENT.

*Corny point lighthouse—Alteration of light.*

No. 379 (second publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 14 of 1906) that it is intended, on or about the 1st January 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Arc *i.e.*, between the bearings of N.E.  $\frac{1}{2}$  E. and N.E. by N.  $\frac{3}{4}$  N., where it is shut in by the first point to the Southward of the Lighthouse.

The Red Sector will be visible for 14 miles, the full range of the light.

This affects Admiralty Chart No. 2389 A.

## INDIA, SOUTH—CEYLON COAST.

*Caution—A newly discovered shoal off Point de Galle.*

No. 363 (third publication).—A telegraphic communication, dated 26th September, has been received from the Master Attendant, Colombo, stating that a four-fathom shoal has been discovered, with Galle light-house bearing N.  $53^{\circ} E.$  Edwards pillar N.  $73^{\circ} E.$  Whale rock N.  $18\frac{1}{2}^{\circ} W.$  Gindurah buoy N.  $41\frac{1}{2}^{\circ} W.$  Mariners are hereby warned.

The above bearings are true.

## BAY OF BENGAL—HUGHLI RIVER ENTRANCE.

*Intermediate light-vessel—Intended alteration.*

No. 364 (third publication).—The British Admiralty has given notice (No. 944 of 1906) that on or about 15th January 1907, the Intermediate light-vessel, river Hughli entrance, exhibiting a white fixed light, will be replaced by a light-vessel exhibiting a *white group flashing light every twenty seconds*, thus:—flash, *four seconds*, eclipse, *two seconds*, flash, *four seconds*, eclipse, *ten seconds*; it will be elevated 35 feet above the sea and visible in clear weather from a distance of 11 miles. A riding light elevated 12 feet above the sea will also be exhibited. The vessel, which is painted red and marked "Intermediate," will have no masts or day marks, and carry no crew; the light will therefore be unwatched. A bell will be sounded by the ship's motion.

Approximate position, lat.  $21^{\circ} 14' N.$ , long.  $88^{\circ} 11' E.$

This Notice affects the following Admiralty Charts:—*Bay of Bengal*, No. 70; *Cocanada to Bassin river*, No. 829; *the Sandheads*, No. 814; Also, *List of Lights*, part VI, 1906, No. 348; and *Bay of Bengal Pilot*, 1901, pages 223, 224.

## AUSTRALIA, SOUTH—KANGAROO ISLAND.

*Port Kingscote—Alteration in lighting.*

No. 365 (third publication).—The British Admiralty has given notice (No. 947 of 1906) that the lighting of port Kingscote has been altered as follows:—

- a. A fixed light, elevated 13 feet above high water, showing *red* to seaward, and *white* landward over the jetty, and visible from a distance of 4 miles, is exhibited from a post on the outer end of the jetty.

- b. A white fixed light, visible from a distance of 8 miles, is exhibited from a house painted white, erected on the rise at the inner end of the jetty.

Approximate position, inner light, lat.  $35^{\circ} 39' S.$ , long.  $1^{\circ} 7' 38\frac{1}{2}' E.$

These two lights in line mark the position of the telegraph bell buoy.

*This Notice affects the following Admiralty Chart:—Gulf of St Vincent, &c., No. 2389a: Also, List of Lights, part VI, 1906, No. 1252; Australia Directory, vol I, 1897, page 313; and Supplement, 1900, page 14.*

#### EASTERN ARCHIPELAGO—SUMATRA, WEST COAST.—TAMPAT TUAN BAY.

##### Tuan point—Intended light.

No. 366 (third publication).—The British Admiralty has given notice (No. 954 of 1906), that it is intended to establish a white group occulting light, showing groups of three occultations every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; from an open ironwork frame support, 45 feet high, and painted white, erected on Tuan point, Tampat Tuan bay: the light, which will be of the 4th order, will be elevated 203 feet above high water, and visible in clear weather from a distance of 13 miles.

Approximate position, lat.  $3^{\circ} 14\frac{1}{2}' N.$ , long.  $97^{\circ} 10' E.$

Further Notice will be given when this light has been established.

*This Notice affects the following Admiralty Charts:—Eastern archipelago, No. 941a; China Sea, No. 1263; Aceh head to Tyingkok bay, with plan, No. 2760: Also, List of Lights, part VI, 1906, page 75; China Sea Directory, vol. I, 1896, page 275; and Supplement, 1899 page 17.*

#### CHINA SEA—SINGAPORE STRAIT.

##### Raffles light.—Date of alteration in character.

No. 367 (third publication).—With reference to Notice to Mariners No. 3, dated 8th January 1906, issued by this office, the British Admiralty has given further notice (No. 960 of 1906) that the character of Raffles light, Coney island, will be altered from white fixed to white group flashing, showing groups of three flashes in quick succession every ten seconds, and visible in clear weather from a distance of 16 miles.

Approximate position, lat.  $1^{\circ} 10' N.$ , long.  $103^{\circ} 44\frac{1}{2}' E.$

*This Notice affects the following Admiralty Charts:—Malacca strait, No. 1355; cape Rachado to Singapore, No. 795; Banka straits to Singapore, No. 2757; approaches to Singapore, No. 3543; Singapore strait, Nos. 2403; 2404: Also, List of Lights, part VI, 1906, No. 437; and China Sea Directory, vol. I, 1896, page 201.*

#### PACIFIC OCEAN—THE PHILIPPINE ISLANDS—LUZON, EAST COAST—(ALBAY GULF.)

##### Legaspi—White light discontinued.

No. 368 (third publication).—With reference to Notice to Mariners No. 207, dated 15th June 1903, issued by this office, the British Admiralty has given further notice (No. 961 of 1906) that on or about the 20th July the white fixed light, elevated 67 feet above high water, formerly exhibited at a short distance to the northward of the town of Legaspi, would be discontinued. The red fixed light, which was subsequently established below the above light, would remain as before.

Approximate position on chart No. 3368, lat.  $13^{\circ} 9\frac{1}{2}' N.$ , long.  $123^{\circ} 45\frac{1}{2}' E.$

*This Notice affects the following Admiralty Charts:—Batan island to San Bernardino island, No. 3368: Also, List of Lights, part VI, 1906, No. 689; Eastern Archipelago, part I, 1902, page 383; and Supplement, 1906, page 35.*

## AFRICA, SOUTH-EAST—MADAGASCAR, WEST COAST—MINOW ISLANDS.

*Nosi Mitsio—Shoal off the north end.*

No. 369 (third publication).—The British Admiralty has given notice (No. 966 of 1906) that a shoal, with a depth of  $2\frac{1}{2}$  fathoms over it, is reported to exist in Little sound, between Nosi Fissaka and the Northern extremity of Nosi Mitsio; it has been placed on the chart at a distance of 7 cables, West from mount Ankarana and marked P.D.

Approximate position, lat.  $12^{\circ} 50' S.$ , long.  $48^{\circ} 38' E.$

(Variation  $7^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Chart:—Plan of the Minow islands on chart No. 708: Also, islands of the Southern Indian Ocean, 1904, page 159.

The 29th September 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO

# The Calcutta Gazette.

WEDNESDAY, OCTOBER 17, 1906.

THE COMMISSIONERS FOR THE PORT OF CALCUTTA.

*Abstract Accounts of Receipts and Expenditure of the Calcutta Port Fund for the year 1905-06.*

PARTICULARS OF RECEIPTS.	Port VII.	Port Approaches VIII.	Actual Receipts for 1905-06.	PARTICULARS OF EXPENDITURE.	Port VII.	Port Approaches VIII.	Actual Expenditure for 1905-06.
	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.
Hire of moorings ... ..	2,44,045 9 3	.....	2,44,045 0 3	Abstract F. Salaries of Establishment ...	2,50,870 16 2	2,08,740 5 0	4,58,620 3 3
Earnings of tugs, fire-engine vessels, etc. ... ..	3,271 13 0	3,203 6 0	11,475 3 0	G. Working Expenses—Stores ...	21,951 3 4	1,13,674 3 1	1,35,625 5 5
Harbour Masters' fees ... ..	57,549 0 0	.....	57,549 0 0	H. Maintenance and Repairs ...	1,30,531 1 10	90,878 5 8	2,21,399 7 7
Hauling in and out of moorings ... ..	95,854 0 0	.....	95,854 0 0	K. Miscellaneous Charges ...	58,005 10 0	61,635 5 5	1,19,631 3 5
Transporting vessels ... ..	65,615 0 0	.....	65,615 0 0	P. Police Charges ... ..	27,501 11 10	.....	27,501 11 10
Hire of heave-up and hawser boats ... ..	2,202 8 0	.....	2,202 8 0	Provision to meet unforeseen Expenditure ... ..	1,679 0 0	.....	1,679 0 0
Docking and undocking ... ..	5,872 6 0	.....	5,872 6 0	O. Approximate Interest and Sinking Fund ... ..	1,52,163 0 0	80,818 0 0	1,91,441 10 0
Salvage ... ..	2,291 15 8	28 8 1	2,720 8 2	Hospital Port Dues payable to Government ... ..	1,35,540 8 0	.....	1,35,540 8 0
Earnings of anchor vessels ... ..	103 0 0	2,344 5 3	2,444 5 3	Total ... ..	8,07,923 1 3	5,31,345 5 3	13,39,268 6
Manjees' license fees ... ..	1,819 8 0	.....	1,819 8 0				
Cargo-boat ... ..	15,597 3 0	.....	15,597 3 0				
Passenger-boat ... ..	12,520 11 0	6,46,940 6 0	5,520 11 0				
Port dues ... ..	.....	.....	6,46,940 6 0				
Miscellaneous ... ..	1,673 5 0	.....	1,673 5 0				
Sale of charts forms and tide tables ... ..	50 0 0	703 8 0	753 8 0				
Fines for breaches of Port Rules ... ..	6,486 10 0	.....	6,486 10 0				
Miscellaneous ... ..	3 0 0	0 8 0	3 8 0				
Hospital Port Dues ... ..	1,35,540 8 0	.....	1,35,540 8 0				
Total ... ..	6,42,803 7 11	6,50,180 7 9	13,01,072 15 8				

\* Interest and Sinking Fund charges are not now distributed in the accounts. The total of such charges is shown as a special item. The above expenditure is approximately what would have been charged to Port and Port Approaches had a distribution been made.

## Statement of Ways and Means.

	Rs.	A. P.
Receipts ... ..	13,01,072	15 8
Expenditure ... ..	13,39,268	6 6
Deficit on 31st March 1906 ... ..	38,196	6 10

J. C. E. BRANSON,  
Acctt.-Genl., Bengal.  
The 26th August 1906.

K. L. DATTA,  
Esqr. of Local Accounts, Bengal.

J. F. H. McINERNEY,  
Accountant.

F. G. DUMAYNE,  
Vice-Chairman.  
(1071—1)



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, OCTOBER 24, 1906.

NOTICES TO MARINERS.

The following Notices are published for general information.

CALCUTTA, the 20th October 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

**EASTERN ARCHIPELAGO—SUMATRA, WEST COAST—TAMPAT TUAN BAY.**

*Tuan point—Light established.*

No. 394 (first publication).—With reference to Notice to Mariners No. 366, dated 29th September 1906, issued by this office, the British Admiralty has given further notice (No. 1054 of 1906) that on 3rd September 1906, a *white group occulting light*, showing groups of *three occultations every thirty seconds*, thus:—light, *fifteen seconds*; eclipse, *three seconds*; light, *three seconds*; eclipse, *three seconds*; light, *three seconds*; eclipse, *three seconds*, was exhibited from an open ironwork frame structure, 45 feet high, painted white, erected on Tuan point, Tapat Tuan bay; the light, which is of the 4th order, is elevated 203 feet above high water, and visible in clear weather from a distance of 13 miles.

Approximate position, lat.  $3^{\circ} 14\frac{1}{2}'$  N., long.  $97^{\circ} 10'$  E.

*This Notice affects the following Admiralty Charts:—Acheh head to Tyngkok bay with plan of Tapat Tuan bay, No. 2760: Also, List of Lights, part VI, 1906, page 75; China Sea Directory, vol. I, 1896, page 275; and Supplement, 1899, page 17.*

**EASTERN ARCHIPELAGO—CELEBES, WEST COAST.**

*Ujong Lajari—Shoal to the northward.*

No. 395 (first publication).—The British Admiralty has given notice (No. 1059 of 1906) that a small mud bank, with a depth of about 6 feet over it, exists to the northward of Ujong Lajari, west coast of Celebes, in a position from which Mount Barru bears S.  $60^{\circ}$  E., distant  $11\frac{1}{2}$  cables, and the wreck on Bromo reef S.  $53^{\circ}$  W.

Approximate position, lat.  $4^{\circ} 25'$  S., long.  $119^{\circ} 35\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Chart:—Ujong Jonga to Ujong Kassi, No. 3044: Also, Eastern Archipelago, part II, 1904, page 314.*



## CHINA SEA—SINGAPORE STRAIT.

*Bulang strait—Beacon and buoys established.*

*No. 396 (first publication).*—The British Admiralty has given notice (No. 1062 of 1906) that the undermentioned beacon and buoys have been established in the northern approach to Bulang strait:—

- (a) An iron screw-pile beacon surmounted by a white ball, on the coast reef north of pulo Blakang Padang, in a position from which the eastern point of the island northward of Blakang Padang bears S. 7° E., distant 4½ cables, and the north point of pulo Sambu East.  
Approximate position, lat. 1° 10' N., long. 103° 53' E.
- (b) A white conical buoy, moored in a depth of 4½ fathoms to the eastward of pulo Blakang Padang, in a position from which the south point of Mariá island bears N. 62° E., distant 2½ cables, and the south-east point of pulo Sambu N. 13° E.
- (c) A black can buoy, with truncated cone topmark, situated to the south-eastward of Mariám island, in a position from which the northern point of the island northward of pulo Blakang Padang is in line with the north-eastern side of Mariám island, bearing N. 64° W., and distant 4 cables from the north point of the latter island.

Approximate position, lat. 1° 9' N., long. 103° 54½' E.

(Variation 1° Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Singapore strait, No. 2403; Singapore main strait, No. 2404; Also, China Sea Directory, vol. I, 1896, page 197.*

## PACIFIC OCEAN—PHILIPPINE ISLANDS—LUZON, WEST COAST.

*Cape Bolinao—Character of light altered.*

*No. 397 (first publication).*—The British Admiralty has given notice (No. 1063 of 1906) that, on the 15th July 1906, the white occulting light shown from a framework structure on Piedra point, cape Bolinao, was discontinued, and a *white group flashing light every ten seconds*, elevated 301 feet above high water, and visible in clear weather from a distance of 24 miles, was exhibited from a new concrete light-house erected on a wooded hill rising from the beach at Piedra point.

The light, which is of the 3rd, order, shows thus:—*flash; eclipse, two and-a-half seconds; flash; eclipse, seven and-a-half seconds.*

The keeper's dwelling and out-houses, also of concrete, stand near the light-house.

Approximate position, lat. 16° 19' N., long. 119° 46½' E.

**NOTE**—The duration of the flashes is not stated. It is presumed they are of the description known as lightning flashes, lasting about one-tenth of a second.

*This Notice affects the following Admiralty Charts:—China sea, No. 2661b; Luzon island, northern portion, No. 2454; Also Lis. of Lights, part VI, 1906, No. 679a; China Sea Directory, vol. II, 1906, page 337; Eastern Archipelago, Part I, 1902, page 52; and Supplement, 1906, page 7.*

## AFRICA, NORTH-EAST—RED SEA, WESTERN SHORE—SAWAKIN APPROACH.

*Towartit north reef—Beacon re-erected.*

*No. 398 (first publication).*—With reference to Notice to Mariners No. 338, dated 7th September, issued by this office, the British Admiralty has given further notice (No. 1064 of 1906) that a new beacon has been erected on the northern extreme of North Towartit reef, in the position occupied by the former beacon.

The beacon, pyramidal in shape, is built of masonry on a solid concrete base, and the masonry top is 21 feet above high water. It is surmounted by a staff and triangle, 9 feet in height, the total height of the beacon being 30 feet above high water. The masonry is painted white, and the staff and triangle red.

Approximate position lat. 19° 31½' N., long. 37° 19' E.

*This Notice affects the following Admiralty Chart:—Marea Durur to Trinkitat, No. 81; Also, Red Sea, &c., Pilot, 1900, page 155.*

## NEW ZEALAND—SOUTH ISLAND.

*Bluff harbour—Light-vessel discontinued—Buoy placed.*

No. 399 (*first publication*).—The British Admiralty has given notice (No. 1065 of 1906) that the light-vessel situated at a distance of 2 cables N. 18° W. from Burial point, Bluff harbour entrance, having sunk, will not be replaced; but a black buoy, without a light, will be temporarily moored in the position formerly occupied by the light-vessel.

Approximate position, lat. 46° 36½' S., long. 168° 22½' E.

*This Notice affects the following Admiralty Charts:—Awarua or Bluff harbour, Nos. 2540 and 3484; Also, List of Lights, part VI, 1906, No. 1660; New Zealand Pilot, 1901, page 513; and Revised Supplement, 1906, page 73.*

## CHINA SEA—NATUNA ISLANDS.

*Elphinstone rock—Reef to the southward.*

No. 400 (*first publication*).—The British Admiralty has given notice (No. 1067 of 1906) that a reef with a depth of 3 fathoms over it at low water and 30 fathoms around exists between Elphinstone rock and Low island, Natuna islands, in a position from which Elphinstone rock bears N. 7° W., distant 11 miles, and the south-east point of Low island, approximately, S. 9° W.

Approximate position, lat. 3° 11½' N., long. 107° 52' E.

(*Variation 2° Easterly in 1906.*)

*This Notice affects the following Admiralty Chart:—China sea, No. 2860a; Natuna Islands, No. 1348; Also, China Sea Directory, vol. II, 1906, page 93.*

## EASTERN ARCHIPELAGO—CELEBES—GULF OF TOMINI.

*Pelasa—Reef to the south-eastward.*

No. 401 (*first publication*).—The British Admiralty has given notice (No. 1070 of 1906) that a reef of sand and coral, with a depth of 2 fathoms over it, exists to the south-eastward of Pelasa (Palasa), gulf of Tomini, in a position from which the beacon on Raaf reef bears S. 25° W., distant about 4 miles.

The reef is marked by discoloured water.

Approximate position, lat. 0° 25' N., long. 120° 28' E.

(*Variation 2° Easterly in 1906.*)

*This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion No. 941b; Eastern Archipelago, eastern portion, No. 942a; strait of Makassar, No. 2636; Also Eastern Archipelago, part II, 1904, page 377.*

## JAPAN SEA—PETER THE GREAT BAY—VLADIVOSTOK APPROACH.

*Cape Gamova—Light established—Provisional light discontinued.*

No. 402 (*first publication*).—With reference to Notice to Mariners No. 288, dated 10th August 1906, issued by this Office, the British Admiralty has given further notice (No. 1072 of 1906) that, on the 30th July 1906, a *white group flashing light* showing groups of two flashes, each group being of about two seconds' duration, every ten seconds, and visible from a distance of 16 miles, was exhibited from a light-house recently erected on cape Gamova, Vladivostok approach.

Near the light-house there is a siren worked by compressed air, and a bell for use during thick or foggy weather. These are probably worked in accordance with the Russian uniform system.

The provisional white fixed light has been discontinued.

Approximate position, lat. 42° 33½' N., long. 131° 12½' E.

*This Notice affects the following Admiralty Charts:—Kuril islands, No. 2405; Tumen Uta to Strelak bay, No. 2432; Trinity bay to the Eastern Bosphorus, No. 511; Also List of Lights, part VI, 1906, page 189; and Sailing Directions for Japan, &c., 1904, page 162.*

## AFRICA, EAST COAST—PUNGUE RIVER.

*Beira harbour—Entrance channel changed—Alterations in buoyage.*

No. 403 (first publication).—The British Admiralty has given notice (No. 1075 of 1906) that amendments to the buoyage have been made, and that a new channel now called the South-east channel, has opened to the southward of the present channel into Pungue river, and that this channel has been buoyed from the entrance to its junction with the other channel to Beira as follows:—

## 1. Buoys established:—

## SOUTH-EAST CHANNEL.

- (a) A spherical fairway or Pilot-station buoy, painted in black and white horizontal bands, surmounted by a white staff, moored in a depth of 36 feet, at a distance of 10 miles, S. 13° E., from Macuti light-house.
- (b) A black can buoy, surmounted by a cylindrical top mark and marked "1," moored in a depth of 21 feet, at a distance of  $8\frac{1}{4}$  miles, S. 4° E., from Macuti light-house.
- (c) A red spherical buoy, marked "2," moored in a depth of 17 feet, at a distance of  $7\frac{1}{2}$  miles, S. 2° E., from Macuti light-house.
- (d) A red conical buoy, marked "4," moored in depth of 22 feet, at a distance of  $6\frac{1}{4}$  miles, S. 6° W., from Macuti light-house.

## RAMBLER CHANNEL.

- (e) A black buoy, marked "3" moored in a depth of 28 feet, at a distance of  $6\frac{1}{4}$  miles S. 30° W., from Macuti light-house.
- f. A red buoy, marked "6," moored in a depth of 26 feet, at a distance of  $5\frac{1}{4}$  miles S. 27° W., from Macuti lighthouse.

Approximate position, Macuti lighthouse, lat. 19° 50½' S., long. 34° 53½' E.

## 2. Buoys re-lettered or re-numbered.

## ENTRANCE CHANNEL.

Nos. 1, 2, and 3 buoys, in the present or northern entrance channel have been re-marked "A," "B," and "C," respectively.

## RAMBLER CHANNEL.

The buoys marked "B," "C," "D," in Rambler channel have been re-marked "8," "10," "12," respectively.

Those marked "E" and "F" have been re-marked "5" and "7."

Nos. 10 and 11 buoys in Beira harbour have been re-numbered "11" and "13," respectively.

## 3. Buoys withdrawn:—

- a. The black buoy, marked "A," at the entrance to Rambler channel.
- b. The black buoys, Nos 4, 5, 6, 7, and 8 in the Old channel, westward of Rambler channel, also the two buoys with topmarks on the western side of the same channel.

## 4. Depths:—

The south-east channel has at present a least depth of 14 feet at low water over a muddy bottom.

The banks southward of the present entrance are extending to the south-eastward. A depth of 16 feet exists at a distance of 2 miles to the southward of the outer black buoy (A) of that channel, thence it gradually increases to the eastward to a depth of 4 fathoms on the bank now shown on the chart.

NOTE.—The channels are subject to constant change, and a stranger should either take a pilot, or carefully examine the channel before entering.

Red buoys with even numbers mark the starboard side of the channel when entering from seaward, and black buoys with odd numbers the port side.

After the 1st November 1906 the pilot vessel will be found cruising off the entrance to the south-east channel.

(Variation 15° Westerly in 1906).

This Notice affects the following Admiralty Charts:—Delagoa bay to the river Zambesi, No. 648; Beira harbour, No. 1003; Also, Africa Pilot, part III, 1905, pages 224, 225.

## CHINA SEA—TONG KING GULF.

*Ha Long bay—Shoals in approach.*

No. 404 (*first publication*).—The British Admiralty has given notice (No. 1080 of 1906) that the undermentioned shoals have been found to exist in the approach to Ha long bay, Tong King gulf:—

- (a) A shoal, about 50 yards in extent, with a depth of 14 feet over it, situated in Henriette pass, at three-quarters of a cable westward from the north point of Dragon island.

There is a depth of  $5\frac{1}{2}$  fathoms between this shoal and Dragon island.

The greatest depth on the bank between Dragon island and Noisette rock is not more than  $4\frac{1}{2}$  fathoms, instead of 8 fathoms as is at present shown on the chart.

Approximate position, N. point of Dragon island, lat.  $20^{\circ} 50\frac{1}{2}'$  N., long.  $107^{\circ} 7\frac{1}{2}'$  E.

- (b) A shoal, with a depth of 19 feet over it, situated in Crochet pass, at a distance of  $6\frac{1}{2}$  cables, S.  $87^{\circ}$  E., from the south point of Momie island.

Approximate position, lat.  $20^{\circ} 49\frac{1}{2}'$  N., long.  $107^{\circ} 6\frac{1}{2}'$  E.

(*Variation  $2^{\circ}$  Easterly in 1906.*)

This Notice affects the following Admiralty Chart:—Approaches to port Courbet No. 1169: Also, China Sea Directory, vol. II, 1906, pages 484, 485.

## NEW ZEALAND—SOUTH ISLAND—TIMARU APPROACH.

*Jacks point—Character of light altered.*

No. 405 (*first publication*).—The British Admiralty has given notice (No. 1085 of 1906, that, on the 23rd August 1906, the character of the light shown from Jacks point lighthouse, Timaru approach, would be changed from white fixed to white occulting every ten seconds, thus:—light, seven seconds; eclipse, three seconds.

In other respects the light will be unaltered.

Approximate position, lat.  $44^{\circ} 26\frac{1}{2}'$  S., long.  $171^{\circ} 17\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—New Zealand, No. 1212; Ninety Miles beach to Otago, No. 2532: Also, List of Lights, part VI., 1906, No. 1665; New Zealand Pilot, 1901, page 287; and Revised Supplement, 1906, page 68.

## INDIA, WEST—MALABAR COAST.

*Talayi—Buoy marking Pinnacle rock replaced in position.*

No. 406 (*first publication*).—With reference to Notice to Mariners No. 185, dated 26th May last, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 19 of 1906) that the small spherical buoy marking the pinnacle rock off sub-port of Talayi was replaced in position on the 27th September 1906, and that vessels should pass southward of the buoy as before.

## BAY OF BENGAL—SINGAPORE MAIN STRAIT.

*Coney island—Raffles light.*

No. 407 (*first publication*).—With reference to Notice to Mariners No. 328, dated 3rd September, issued by this office, the Acting Master Attendant, Straits Settlements, has given further notice dated 10th October stating that the three flashes from Raffles light are not all visible from all bearings within the illuminated arc. The dark sector is not yet fixed.

The 22nd October 1906.

## BAY OF BENGAL—BURMA COAST.

*Krishna shoal light vessel to be relieved temporarily.*

No. 408 (first publication).—A telegraphic communication has been received from the Principal Port Officer, Rangoon, stating that the light vessel stationed at the Krishna shoal will be relieved temporarily on or about the 4th November. The temporary light vessel will exhibit a white flash of five seconds' duration every forty-five seconds.

*The 23rd October 1906.*

## AUSTRALIA—VICTORIA—PORT PHILLIP APPROACH.

*Barwon head—Buoy on the S. E. withdrawn.*

No. 380 (second publication).—The British Admiralty has given Notice No. 1007 of 1906 that the automatic signal buoy, situated  $1\frac{1}{2}$  miles S. E. by E.  $\frac{1}{2}$  E. from Barwon head, in the approach to Port Phillip, has been permanently withdrawn.

Approximate position, lat.  $38^{\circ} 18' S.$ , long.  $144^{\circ} 31\frac{1}{2}' E.$

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Western approach to Bass strait, No. 1063; Bass strait, sheet II, No. 1895b; Port Phillip, No. 1171a; Also Australia Directory, vol. I, 1897, page 428.

## JAPAN—NAIKAI—GULF OF OSAKA.

*Osaka road—Ligh's established—Light buoys withdrawn.*

No. 381 (second publication).—The British Admiralty has given notice (No. 1008 of 1906) that, on the 1st June 1906, the undermentioned lights would be established on the heads of the new breakwaters in Osaka road, Inland sea, and the light buoys moored off their outer extremities would be withdrawn:—

- (1) A red fixed light, elevated 45 feet above high water, and visible in clear weather from a distance of 12 miles, on the head of the South breakwater.

The light is exhibited from a red hexagonal iron tower, 25 feet in height.

- (2) A white fixed light, elevated 45 feet above high water, and visible in clear weather from a distance of 12 miles, on the head of the North breakwater.

The light is exhibited from a white hexagonal iron tower, 25 feet in height.

Approximate position, North breakwater light, lat.  $34^{\circ} 8\frac{1}{2}' N.$ , long.  $135^{\circ} 23\frac{1}{2}' E.$

- (3) A red fixed light on the outer end of the Tramway pier in the harbour.

This Notice affects the following Admiralty Charts:—Naikai or Inland sea, No. 2875; Kobe and Osaka, No. 18; Also List of Lights, Part VI, 1906, page 171; and Sailing Directions for Japan, &c., 1904, page 420.

## AUSTRALIA—VICTORIA—PORT PHILLIP.

*Gellibrand Point light—Amended sector—Anonyma shoal—Beacon removed.*

No. 382 (second publication).—With reference to Notice to Mariners No. 289, dated the 10th August 1906, issued by this office, the British Admiralty has given further notice (No. 1016 of 1906) that the red and white occulting sector shown from Gellibrand Point light over Hobson bay is visible between the bearings of S.  $63^{\circ}$  W. and S.  $3^{\circ}$  W., instead of between S.  $63^{\circ}$  W. and South as given in the above Notice.

Approximate position, Gellibrand Point light-house, lat.  $37^{\circ} 52\frac{1}{2}' S.$ , long.  $144^{\circ} 55' E.$

Information has also been received that the chequered beacon marking Anonyma shoal, situated nearly three-quarters of a mile S. by W. from Picnic Point, has been removed.

Approximate position, lat.  $37^{\circ} 57\frac{1}{2}' S.$ , long.  $144^{\circ} 59\frac{1}{2}' E.$

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Port Phillip No. 1171b; Hobson bay, No. 624; Also List of Lights, Part VI, 1906, No. 1320; Australia Directory, vol. I, 1897; pages 459, 455; and Supplement, 1900, page 17.



AUSTRALIA—QUEENSLAND, MORETON BAY.

*Spitfire bank and East Knoll—Amended positions of buoys.*

No. 383 (second publication).—The British Admiralty has given notice (No. 1025 of 1906) that the buoys marking Spitfire bank and East Knoll, Moreton bay, have been moved, and are now situated as follows:—

- (1) Spitfire bank light-buoy has been moved 4 cables N.  $46^{\circ}$  E. from its former position, and is now situated with Cowan Cowan Point light-house bearing S.  $49^{\circ}$  E., distant  $7\frac{2}{3}$  miles, and the south-eastern extreme of Bribie island S.  $36^{\circ}$  W.
- (2) East Knoll buoy has been moved  $4\frac{1}{2}$  cables S.  $88^{\circ}$  W. from its former position, and is now situated with Cowan Cowan Point light-house bearing N.  $67^{\circ}$  E. distant  $1\frac{1}{2}$  miles, and Comboyuro Point light-house N.  $7^{\circ}$  E.

Approximate position, Cowan Cowan Point light-house on charts 1670a and b, lat.  $27^{\circ} 8\frac{1}{2}'$  S., long.  $153^{\circ} 21\frac{1}{2}'$  E.

NOTE.—(1) It will be seen that the buoys in their new positions do not apparently guard the shoals they are intended to mark. (2) When entering Moreton by the north-west channel it is advisable to keep just northward of the line of the leading lights, as North bank appears to be extending to the northward.

(Variation  $9^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Danger Point to cape Moreton, No. 1029; Moreton bay, Nos. 1670a, 1670b: Also Australia Directory, vol II, 1898, pages 126, 127.

EASTERN ARCHIPELAGO—MADURA STRAIT.

*Pasuruan and Panarukan lights—Intended alteration in character.*

No. 384 (second publication).—The British Admiralty has given notice (No. 1032 of 1906) that it is intended to alter the character of the undermentioned lights in Madura strait as follows:—

- (1) PASURUAN LIGHT from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds.

Approximate position, lat.  $7^{\circ} 37'$  S., long.  $112^{\circ} 55'$  E.

- (2) PANARUKAN LIGHT from a white fixed to a white flashing light every three seconds, thus:—light, one second; eclipse, two seconds.

Approximate position, lat.  $7^{\circ} 41\frac{1}{2}'$  S., long.  $113^{\circ} 56'$  E.

The lights will be of the 6th order.  
Further Notice will be given.

This Notice affects the following Admiralty Chart:—Eastern Archipelago, No. 941b; island of Java, eastern portion, No. 1654: Also List of Lights, Part VI, 1906, Nos. 500 and 504; and Eastern Archipelago, part II, 1904, pages 134, 137.

EASTERN ARCHIPELAGO—LOMBOK STRAIT.

*Ampenan light—Intended alteration in character.*

No. 385 (second publication).—The British Admiralty has given notice (No. 1033 of 1906) that it is intended to alter the character of Ampenan light from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds. The light will be of the 4th order.  
Further Notice will be given.

Approximate position, lat.  $8^{\circ} 34\frac{1}{2}'$  S., long.  $116^{\circ} 4'$  E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; Ampenan road on sheet No. 895: Also List of Lights, part VI, 1906, No. 512; and Eastern Archipelago, part II, 1904, page 201.

## EASTERN ARCHIPELAGO—TIMOR, WEST COAST—KOEPIANG BAY.

*Fort Concordia light—Intended alteration in character.*

No. 386 (second publication).—The British Admiralty has given notice (No. 1034 of 1906) that it is intended to alter the character of Fort Concordia light, Koepang bay, from a white fixed to a white flashing light every three seconds, thus:—light, one second; eclipse, two seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position, lat.  $10^{\circ} 10' S.$ , long.  $123^{\circ} 34\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; *Koepang bay with plan of Koepang road*, No. 3296; *Also List of Lights*, part VI, 1906, No. 575; and *Eastern Archipelago*, part II, 1904, page 244.

## EASTERN ARCHIPELAGO—CELEBES ISLAND—GULF OF TOMINI.

*Gorontalo light—Intended alteration in character.*

No. 387 (second publication).—The British Admiralty has given notice (No. 1035 of 1906) that it is intended to alter the character of the Gorontalo light, gulf of Tomini, from a white fixed to a white group flashing light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, fifteen seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $0^{\circ} 29\frac{1}{2}' N.$ , long.  $128^{\circ} 8' E.$

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; *Gorontalo river on sheet No. 2195*; *Also List of Lights*, part VI, 1906, No. 558; and *Eastern Archipelago*, part II, 1904, page 382.

## EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

*Manado light—Intended alteration in character.*

No. 388 (second publication).—The British Admiralty has given notice (No. 1036 of 1906) that it is intended to alter the character of Manado light, Celebes island, from a white fixed to a white group occulting light every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $1^{\circ} 29' N.$ , long.  $124^{\circ} 50' E.$

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; *Manado road on sheet No. 930*; *Also List of Lights*, part VI, 1906, No. 559; *Eastern Archipelago*, part I, 1902, page 425; and *Eastern Archipelago*, part II, 1904, page 393.

## AFRICA, EAST COAST—ZANZIBAR ISLAND.

*Nungwe Point light—Intended increase of power.*

No. 389 (second publication).—The Bombay Government has given notice (No. 102 of 1906) that on and after 1st September 1906, a 4th order fixed white light will be shown from Ras Nungwe Light-house in place of the present 5th order light. During the alteration the present 5th order light will be exhibited as usual. The new light will be 57 feet above High Water and visible 13 miles in clear weather.

This Notice affects the following Admiralty Charts:—*Pangani to Kimbiji*, including the approaches to Zanzibar, No. 640b; *Zanzibar to Malindi*, No. 664; and *Africa Pilot*, part III, 7th edition, 1905, page 426; also *Admiralty List of Lights*, part VI, 1906, No. 72.

AUSTRALIA—WIDE BAY BAR.

*Alteration in channel—Directions for crossing.*

No. 390 (second publication).—The Port Master, Brisbane, has given notice (No. 5 of 1906) that when crossing Wide Bay Bar the square beacons on Hook Point must now be kept open twice their own width to the Northward, keeping them in that position until the triangular beacons on Inskip Point are open twice their own width to the Westward: then haul up for them, keeping them in that position until past the S. E. spit, or nearing the red buoy, when haul out and bring them into line and continue as formerly.

By night the depth of water will show when the S. E. spit has been passed.

Charts affected—Nos. 1030 and 1068; *Australia Directory*, vol. 2.

BAY OF BENGAL—CHITTAGONG COAST.

*Kurnafuli river—Depth of water in the channels.*

No. 391 (second publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 11th October and reduced to zero:—

				FT.	IN.
<i>Track No. 1.—Outer bar—</i>					
Disc on diamond	...	...	...	11	6
Marks open to the north	...	...	...	14	0
<i>Track No. 2.—Inner bar—</i>					
Disc on diamond	...	...	...	11	6
Batten beacon on pillar	...	...	...	12	3
<i>Track No. 3.—</i>					
Triangle on cross and ball	...	...	...	17	6
<i>Track No. 4.—Guptakhally crossing—</i>					
Tripod on diamond	...	...	...	17	0

INDIA, WEST—BOMBAY COAST.

*Murdeshwar buoy replaced.*

No. 392 (second publication).—With reference to Notice to Mariners No. 208, dated the 7th June 1906, issued by this office, the Bombay Government has given further notice (No. 104 of 1906) that the Murdeshwar buoy was replaced on 21st September.

INDIA, WEST—BOMBAY COAST.

*Bhatkal buoy replaced.*

No. 393 (second publication).—With reference to Notice to Mariners No. 209, dated 7th June 1906, issued by this Office, the Bombay Government has given further notice (No. 104 of 1906) that the Bhatkal buoy was replaced on 20th September 1906.

ARABIA, NORTH-EAST—PERSIAN GULF.

*Kishm island, south-east coast—Shoal reported.*

No. 370 (third publication).—The British Admiralty has given Notice (No. 985 of 1906) of the existence of a shoal, over which the sea breaks off Shuza, on the south-east coast of Kishm island, in a position situated at a distance of about nine cables S. 20° W. from the village.

Approximate position, lat. 26° 46' N., long. 56° 4½' E.

The position of this shoal, which was not examined, is approximate. P. D. has therefore been placed against it on the charts.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart:—Entrance to Persian gulf, with plan of Kishm, No. 753; Also Persian Gulf Pilot, 1898, page 211, and Supplement 1905, page 22.

NEW ZEALAND—NORTH ISLAND.

*Wellington—Time-ball discontinued.*

No. 371 (third publication).—The British Admiralty has given notice (No. 987 of 1906) that Wellington Observatory has been demolished, and that in consequence the time-ball has been discontinued.

A new observatory is to be built on Battery hill.

The chronometers from the Observatory are at present kept in the Government buildings, where comparisons can be obtained.

Further Notice will be given when the time-ball is re-established.

Approximate position of Observatory, lat.  $41^{\circ} 17' S.$ , long.  $174^{\circ} 46' E.$

This Notice affects the following Admiralty Charts:—*Port Nicholson*, No. 1423; *Lambton harbour and Evans bay*, No. 803; *Also New Zealand Pilot*, 1901, page 172; and *List of Time Signals*, 1904, page 32.

CHINA—EAST COAST—CHAUAN BAY.

*Kwadra island—Shoal to the northward.*

No. 372 (third publication).—The British Admiralty has given Notice (No. 989 of 1906) that a narrow bank of sand and mud, with a least depth of 2 fathoms over it at low water, extends in a N. N. E. direction for  $1\frac{1}{2}$  miles from the northern extremity of Kwadra island, Chauan bay.

This narrow bank is connected at its northern end with the shoal water now shown on the chart.

Approximate position, Kwadra island, lat.  $23^{\circ} 36' N.$ , long.  $117^{\circ} 17' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Chart:—*Hong Kong to the Brothers*, No. 1362; *Also China Sea Directory*, Vol. III, 1904, page 161.

EASTERN ARCHIPELAGO—STRAIT OF MALACCA—KLANG STRAIT.

*Port Swettenham approach—Beacons established.*

No. 373 (third publication).—The British Admiralty has given Notice (No. 994 of 1906) that four white beacons, each consisting of a tripod with staff, surmounted by a white ball, about 4 feet in diameter, have been established in Klang strait, port Swettenham approach, in the undermentioned positions:—

1. On the edge of the spit extending northward from tanjong Bakau, at the northern entrance, North Klang strait.

Approximate position, lat.  $3^{\circ} 5' 15' N.$ , long.  $101^{\circ} 20' 00' E.$

2. On the 3-fathom patch, situated to the westward of tanjong Gila, and nearly in the centre of the entrance to port Swettenham.

Approximate position, lat.  $3^{\circ} 00' 00' N.$ , long.  $101^{\circ} 21' 18' E.$

3. On the north-eastern edge of the flat extending eastward from Pulo Labuan Kurap, on the western side of South Klang strait.

Approximate position, lat.  $2^{\circ} 59' 5' N.$ , long.  $101^{\circ} 18' 00' E.$

4. On the south-eastern edge of the flat extending from pulo Labuan Kurap, on the western side of South Klang strait.

Approximate position, lat.  $2^{\circ} 58' 13' N.$ , long.  $101^{\circ} 18' 00' E.$

This Notice affects the following Admiralty Charts:—*Klang strait*, No. 3453; *port Swettenham*, No. 2163; *Also China Sea Directory*, Vol. I, 1896, page 171.

EASTERN ARCHIPELAGO—SUMATRA, SOUTH COAST, LAMPONG BAY.

*Telok Betong light—Intended alteration in character.*

No. 374 (third publication).—The British Admiralty has given Notice (No. 1003 of 1906) that it is intended to alter the character of Telok Betong light, Lampong bay, from

a red fixed to a white flashing light every three seconds, thus:—light one second; eclipse, two seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position, lat.  $5^{\circ} 26\frac{1}{2}'$  S., long.  $105^{\circ} 16\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Eastern archipelago, No. 941a; Tyngkok bay to Sunda strait, No. 2761; Sunda strait and approaches, No. 2056; Telok Betung, No. 940; Also List of Lights, Part VI, 1906, No. 467; and China Sea Directory, vol. I, 1896, page 364.

#### EASTERN ARCHIPELAGO—SUMATRA, NORTH-WEST COAST—MALACCA PASSAGE.

*Pulo Burn light—Intended alteration in character.*

No. 375 (third publication).—The British Admiralty has given Notice No. 1004 of 1906 that it is intended to alter the character of the light shown from pulo Burn, Malacca passage, from a white fixed to a white occulting light every twenty seconds, thus:—light, fifteen seconds; eclipse, five seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position on chart No. 219, lat.  $5^{\circ} 40\frac{1}{2}'$  N., long.  $95^{\circ} 25'$  E.

This Notice affects the following Admiralty Charts:—Bassein river to pulo Penang, No. 830; Achek head to Tyngkok bay, No. 2760; Achek head to Diamond point, No. 219; Also, List of Lights, Part VI, 1906, No. 392; Bay of Bengal Pilot, 1901, page 282; and China Sea Directory, vol. I, 1896, page 55.

#### CHINA SEA—GASPAR STRAIT—MACCLESFIELD CHANNEL.

*Pulo Lepar Light—Intended alteration in character.*

No. 376 (third publication).—The British Admiralty has given Notice (No. 1005 of 1906) that it is intended to alter the character of the light shown from Lahu, or Rocky point, pulo Lepar, Macclesfield channel, from a white fixed to a white flashing light every three seconds thus:—light, one second; eclipse, two seconds. The light, of the 4th order, will be shown from a white iron framework tower 65 feet in height.

Further Notice will be given.

Approximate position, lat.  $2^{\circ} 57'$  S., long.  $106^{\circ} 54\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941a; Gaspar and Banka straits, No. 2149; Gaspar strait, No. 2137; Also List of Lights, Part VI, 1906, No. 515; and China Sea Directory, vol. I, 1896, page 436.

#### INDIA, WEST—BOMBAY COAST.

*Bombay harbour—Mine Practice Field Area.*

No. 377 (third publication).—The Bombay Government has given notice (No. 92 of 1906) that on and after the 15th October 1906, a mine practice field lying in a direction N.  $69^{\circ}$  W. and S.  $69^{\circ}$  E. (True) immediately to the west of Karanja Beacon will be laid down in the Harbour.

2. The area will be 1,360 yards long by 470 yards wide and will be maintained in position until 31st March 1907.

3. The Western face of this field will be marked by 3 buoys—one at each corner and one in the centre.

4. The N. W. buoy will be red and in a position N.  $68^{\circ}$  W. (True) 6.6 cables from Karanja Beacon.

5. The S. W. buoy will be red and in a position N.  $88^{\circ}$  W. (True) 6.9 cables from Karanja Beacon.

6. The centre buoy will be painted in red and white checks and carry a square metal flag coloured red and white.

7. The Eastern face of the field will be marked by two buoys—one at each corner, painted black.

8. Vessels should not pass between or anchor in the area marked by these buoys.

This Notice affects the following Admiralty Charts:—Bombay Harbour, No. 2621; Port of Bombay, No. 655; Also, West Coast of Hindustan Pilot, 1898, page 199.



## INDIA, WEST—BOMBAY COAST.

*Submerged buglow off Kundari island.*

No. 378 (third publication).—The Bombay Government has given notice (No. 98 of 1906) that the Master of S.S. *Noisshera* reports that he passed a buglow floating bottom upwards in Latitude  $18^{\circ} 37' N.$ , Longitude  $72^{\circ} 38' E.$ , Kundari Island, bearing N.  $68^{\circ} E.$  (T.), distant 10 miles.

This Notice affects the following Admiralty Charts:—Karachi to Vengurla, No. 826; Gulf of Kutch to Vindiadrug, No. 2736; and Kundari to Boria Pagoda, No. 738: Also, West Coast of Hindustan Pilot, 4th edition, 1898, page 193.

## AUSTRALIA, SOUTH—GULF OF ST. VINCENT.

*Corny point lighthouse—Alteration of light.*

No. 379 (third publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 14 of 1906) that it is intended, on or about the 1st January 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Aro, i.e., between the bearings of N.E.  $\frac{1}{2}$  E. and N.E. by N.  $\frac{1}{2}$  N., where it is shut in by the first point to the Southward of the Lighthouse.

The Red Sector will be visible for 14 miles, the full range of the light.

This affects Admiralty Chart No. 2389A.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, OCTOBER 31, 1906.

**NOTICES TO MARINERS.**

The following Notices are published for general information.

Calcutta, the 26th October 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

**AUSTRALIA, NORTH COAST—MELVILLE ISLAND AND DUNDAS STRAIT.**

*Parry Shoal—Depth of water incorrectly shown on chart.*

No. 409 (first publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 15 of 1906) that the Master of the S.S. *Empire* reports that when passing Parry Shoal at 6 p.m. on the 6th May 1906, at a distance of half-a-mile, he noticed a very heavy break on the five-fathom Patch, marked on the Chart—

Lat.  $11^{\circ} 10' S$ .  
Long.  $129^{\circ} 40' E$ .

From this the Master presumed that the depth of water as shown on the Chart is incorrect.

Mariners are warned to avoid the vicinity.

**AUSTRALIA, SOUTH COAST—BACKSTAIRS PASSAGE.**

*Yatala Shoal—Buoy with spherical top placed.*

No. 410 (first publication).—The President, Marine Board, Port Adelaide, has given notice (No. 16 of 1906) that, on or about 24th September, a buoy with a Spherical Top surmounted by a Half Globe, round side up, and painted red and white (horizontal bands), will be placed in five (5) fathoms L.W.S. on the N.W. side of the Yatala Shoal.

**AUSTRALIA, SOUTH COAST—SPENCER GULF.**

*Middle bank lightship replaced in position.*

No. 411 (first publication).—Referring to the removal of the light-vessel from Middle bank for overhaul, the President of the Marine Board, Port Adelaide, has given further notice (No. 17 of 1906) informing Masters of vessels and others that the lightship has been replaced.

*This affects Admiralty Chart 8589B.*

## AUSTRALIA, SOUTH COAST—GULF OF ST. VINCENT.

*Port Adelaide river—Additional new beacons placed—Amended sailing directions.*

No. 412 (*first publication*).—The President, Marine Board, Port Adelaide, has given notice (No. 18 of 1906) that in accordance with previous notices, eight extra Beacons have been placed on the north and east side of the cutting. The Beacons are painted black, and the lanterns green, from which a green light showing towards the cutting is exhibited; a white light is also exhibited from the back of each lantern showing towards the shore.

All the green light Beacons are numbered from the first or seaward Beacon with the letter "G" added, as follows:—No. 0G being outside Beacon; No. 1G, near the reflecting Beacon; No. 2G, opposite the old boat channel. This light indicates the turning point from No. 2 (red) lead towards No. 3. All the others, that is, Nos. 3G to 9G, both inclusive, are placed opposite the corresponding numbers of the white light Beacons on the other side of the cutting.

All the single light Beacons are placed about 15 feet back from the cutting, and painted red to starboard and black to port. The lights are white to starboard and green to port from seaward.

The red light on the pile Beacon south of No. 3 being no longer required has been discontinued.

In consequence of the above alterations the sailing directions have been amended to read as follows:—

*Sailing directions.*

*By Night.*—In approaching the Anchorage, vessels of deep draught should not bring the white light on the old structure to bear north of N.E. by E. in order to avoid the four-fathom patch, which bears N.W. half N. from the light on Wonga Shoal; then get No. 1 lead (which consists of two red lights vertical 10 feet apart, and two white lights vertical 11 feet 9 inches apart) in line; keep these in line passing between the occulting light on the red buoy and the outer green light on the north bank, also between the other green lights on the north bank and the white lights on the revetment mound.

Steer on the same line until the two red lights of No. 2 lead are coming on; then steer with them in line until abreast of No. 2G Beacon; then direct the course to pass between No. 3 and No. 3G Beacons; and so on from Beacon to Beacon round the point until No. 9 is reached. From a safe distance off No. 9 the lights of No. 10 lead will be seen; keep them in line until the red light is about a quarter of a point open to the right of the white light of No. 11 lead; then gradually alter the course to bring the lights of No. 11 lead in line; keep them in line (a sharp look-out being kept for the mooring buoys on the starboard hand) until the lights of No. 12 lead are seen coming into line; proceed as before by altering the course before the lights are on with each other. The same applies in the change from No. 12 to No. 13 lead. When the lights on the wharves are seen opening out off Luff Point, alter the course so as to round the point at a safe distance, and then up the centre of the channel, looking out for the mooring buoys on the starboard hand.

In going outwards the directions are just the opposite to those given for coming inwards; but in such case, in changing from one lead to another, the course should be gradually altered when abreast of the low (red) Beacon of each lead, except No. 2 lead. In this case, when abreast of No. 3 Beacon, gradually alter the course to a safe distance off No. 2G until the two red lights of No. 2 lead are in line, then proceed outwards with No. 2 lead in line.

*By Day.*—The directions by day are the same as by night, merely substituting the Beacons for the Lights.

*This affects Admiralty Charts 2389A and B, 1750 and 1752.*

During the progress of the work at the Light's Passage Harbour Works, masters of vessels exempt from pilotage may, if they so desire, avail themselves of the services of a pilot to assist them in passing such works, either in or out, at one-half the usual rates.

If the usual exemption flag is not hoisted it will be taken as a signal that a pilot is required. At night if a pilot is required the usual signal for a pilot should be shown.

*N.B.*—Owing to the nature of the work in progress, this notice may require to be amended from time to time; and therefore should be treated as tentative only.

## AUSTRALIA, SOUTH COAST—SPENCER GULF.

*Corny Point light—Alteration in character.*

No. 413 (*first publication*).—The President, Marine Board, Port Adelaide, has given notice (No. 19 of 1906) that it is intended, on or about the 1st January 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Arc, i.e., between the bearings of N.E.  $\frac{1}{2}$  E.

and N.E. by N.  $\frac{1}{2}$  N., where it is shut in by the first point to the Southward of the Light-house.

The Red Sector will be visible for 14 miles, the full range of the Light.

This affects Admiralty Chart No. 2389A.

Note.—This cancels Notice to Mariners No. 379, dated 6th October 1906, issued by this office.

#### CHINA—YANG TSE KIANG.

Harvey point channel—Buoys removed. Actæon shoal—Colour of S.E. Spit buoy altered.

No. 414 (first publication).—The British Admiralty has given notice (No. 1091 of 1906) that, owing to the disuse of Harvey point channel, Yang tse kiang, the buoys marking it, viz. Cone Tree buoy, N.E. Actæon buoy, the Fairway buoy, and Mason Bank buoy, have been withdrawn.

A red spar buoy has been placed in the position formerly occupied by Mason Bank buoy for the guidance of native craft.

The S.E. Spit light-buoy, formerly painted in red and black vertical stripes, has been painted red.

Approximate position, S.E. Spit buoy, lat.  $31^{\circ} 35\frac{1}{2}'$  N., long.  $121^{\circ} 18\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Shanghai to Nanking, No. 2809: Also China Sea Directory, vol. III, 1904, page 431.

#### CHINA—YANG TSE KIANG ENTRANCE.

South channel—Buoys established.

No. 415 (first publication).—The British Admiralty has given notice (No. 1095 of 1906) that a good channel having been formed through the banks of the South channel, Yang tse kiang entrance, northward of Tungsha light-vessel and Middle ground, this channel would, on or about the 5th August 1906, be buoyed provisionally as follows:—

(a) Tungsha bank buoy, red conical, surmounted by staff and black ball, moored in a depth of 25 feet at low water to the south-eastward of the Tungsha banks, at a distance of 8 miles, S.  $77^{\circ}$  E., from Tungsha light-vessel.

(b) Tungsha buoy, red conical, surmounted by staff and black triangle, moored in a depth of 18 feet, to mark the southern edge of the Tungsha banks, at a distance of  $2\frac{1}{2}$  miles, N.  $17^{\circ}$  E., from Tungsha light-vessel.

Approximate position, Tungsha light-vessel, lat.  $31^{\circ} 8\frac{1}{2}'$  N., long.  $122^{\circ} 0'$  E.

(c) House island buoy, red spherical, moored in a depth of 17 feet, to mark the edge of the bank extending south-eastward from House island, at a distance of 4 miles, S.  $48^{\circ}$  E., from House island beacon.

(d) House island crossing buoy, conical, painted in red and black vertical stripes, surmounted by staff and black diamond, moored in a depth of 17 feet, to mark the crossing on to the Kiutoan flats, at a distance of  $1\frac{1}{2}$  miles, S.  $47^{\circ}$  W., from House island beacon.

(e) Kiutoan flats buoy, black conical, moored in a depth of 17 feet, to mark the northern edge of the Middle ground, at a distance of  $2\frac{1}{2}$  miles, S.  $86^{\circ}$  W., from House island beacon.

Approximate position, House island beacon, lat.  $31^{\circ} 16\frac{1}{2}'$  N., long.  $121^{\circ} 51\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Kue shan islands to the Yang tse kiang, No. 1199; approaches to the Yang tse kiang, No. 1602: Also China Sea Directory, vol. III, 1904, pages 406–408.

#### EASTERN ARCHIPELAGO—CELEBES—GULF OF BONI.

Cape Tabako—Reef to the north-westward.

No. 416 (first publication).—The British Admiralty has given notice No. 1101 of 1906 that a reef, about 50 yards in extent, with a depth of 10 feet over it at low water, exists to the north-westward of cape Tabako, gulf of Boni.

Approximate position, lat.  $8^{\circ} 12\frac{1}{2}'$  S., long.  $120^{\circ} 47\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion No. 941b; Eastern Archipelago, eastern portion, No. 942a: Also Eastern Archipelago, Part II, 1904, page 354.

## EASTERN ARCHIPELAGO—BALI ISLAND—BALI STRAIT.

*Lichin Point—Light buoy established.*

No. 417 (first publication) —With reference to Notice to Mariners No. 251, dated 26th June 1906, issued by this office, the British Admiralty has given further notice No. 1105 of 1906 that a light buoy, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds, and visible in clear weather from a distance of 6 miles, has been moored off Lichin Point, Bali, strait.

Approximate position, lat.  $8^{\circ} 7\frac{1}{2}'$  S., long.  $114^{\circ} 25\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Java inland, No. 1064; plan of Bali strait on No. 934: Also Eastern Archipelago, Part II, 1904, page 147.

## EASTERN ARCHIPELAGO—SUMATRA, NORTH-EAST COAST—ARU BAY.

*Babalan channel—Tide-gauge established.*

No. 418 (first publication).—The British Admiralty has given Notice No. 1106 of 1906 that a tide-gauge, surmounted by a red ball, has been erected in Babalan channel, Aru bay, between the black light-buoy at the entrance to the Babalan river, and the white conical buoy northward of it.

Approximate position, black light-buoy, lat.  $4^{\circ} 6'$  N., long.  $98^{\circ} 19'$  E.

This Notice affects the following Admiralty Chart—Aru bay, No. 3586: Also China Sea Directory, vol. I, 1896, page 78: and Supplement, 1899, page 7.

## JAPAN (NIPON)—YOKOHAMA BAY.

*Mandarin bluff—Light-buoy to the north-east withdrawn.*

No. 419 (first publication).—The British Admiralty has given Notice (No. 1107 of 1906) that the red conical buoy, exhibiting a white fixed light, shown on the chart at a distance of  $9\frac{1}{2}$  cables, N.  $50^{\circ}$  E., from Mandarin bluff, Yokohama bay, has been permanently withdrawn.

Approximate position, lat.  $35^{\circ} 26\frac{1}{2}'$  N., long.  $139^{\circ} 40\frac{1}{2}'$  E.

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Tokyo, No. 3657: Yokohama, to Uraga, No. 3548; Yokohama bay, No. 3109.

## CHINA, NORTH—MANCHURIA—PECHILI STRAIT—KWANG TUNG PENINSULA.

*Port Arthur—Mines removed in approach.*

No. 420 (first publication).—With reference to Notice to Mariners No. 131, dated 12th April 1906, issued by this office, the British Admiralty has given further notice (No. 1112 of 1906) that the mines in the western approach to Port Arthur have been cleared away.

Vessels, however, must still exercise due caution, as solitary mines may yet exist on this area, though it is believed that the sweeping operations carried out have been effective.

The cautionary note respecting mines will, for the present, be retained on the charts until it is known that the whole coast in this locality is free from these dangers.

Approximate position, Port Arthur, lat.  $38^{\circ} 47'$  N., long.  $121^{\circ} 16'$  E.

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Pechili and Liau tung, No. 1256; Kwang tung peninsula, No. 1798: Also China Sea Directory, vol. III, 1904, pages 592, 594.

The 29th October 1906.



## EASTERN ARCHIPELAGO—SUMATRA, WEST COAST—TAMPAT TUAN BAY.

*Tuan point—Light established.*

No. 394 (second publication).—With reference to Notice to Mariners No. 366, dated 29th September 1906, issued by this office, the British Admiralty has given further notice (No. 1054 of 1906) that on 3rd September 1906, a white group occulting light, showing groups of three occultations every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds, was exhibited from an open iron frame structure, 45 feet high, painted white, erected on Tuan point, Tapat Tuan bay; the light, which is of the 4th order, is elevated 203 feet above high water, and visible in clear weather from a distance of 13 miles.

Approximate position, lat.  $3^{\circ} 14' N.$ , long.  $97^{\circ} 10' E.$

This Notice affects the following Admiralty Charts:—Acheh head to Tyingkok bay with plan of Tapat Tuan bay, No. 2760; Also, List of Lights, part VI, 1906, page 75; China Sea Directory, vol. I, 1896, page 275; and Supplement, 1899, page 17.

## EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

*Ujong Lajari—Shoal to the northward.*

No. 395 (second publication).—The British Admiralty has given notice (No. 1059 of 1906) that a small mud bank, with a depth of about 6 feet over it, exists to the northward of Ujong Lajari, west coast of Celebes, in a position from which Mount Barru bears S.  $60^{\circ} E.$ , distant  $11\frac{1}{2}$  cables, and the wreck on Bromo reef S.  $53^{\circ} W.$

Approximate position, lat.  $4^{\circ} 26' S.$ , long.  $119^{\circ} 35\frac{1}{2}' E.$

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Ujong Jonga to Ujong Kassi, No. 3404; Also, Eastern Archipelago, part II, 1904, page 314.

## CHINA SEA—SINGAPORE STRAIT.

*Bulang strait—Beacon and buoys established.*

No. 396 (second publication).—The British Admiralty has given notice (No. 1062 of 1906) that the undermentioned beacon and buoys have been established in the northern approach to Bulang strait:—

- (a) An iron screw-pile beacon surmounted by a white ball, on the coast reef north of pulo Blakang Padang, in a position from which the eastern point of the island northward of Blakang Padang bears S.  $7^{\circ} E.$ , distant  $4\frac{1}{2}$  cables, and the north point of pulo Sambu East.

Approximate position, lat.  $1^{\circ} 10' N.$ , long.  $103^{\circ} 53' E.$

- (b) A white conical buoy, moored in a depth of  $4\frac{1}{2}$  fathoms to the eastward of pulo Blakang Padang, in a position from which the south point of Mariám island bears N.  $62^{\circ} E.$ , distant  $2\frac{3}{4}$  cables, and the south-east point of pulo Sambu N.  $13^{\circ} E.$

- (c) A black can buoy, with truncated cone topmark, situated to the south-eastward of Mariám island, in a position from which the northern point of the island northward of pulo Blakang Padang is in line with the north-eastern side of Mariám island bearing N.  $64^{\circ} W.$ , and distant 4 cables from the north point of the latter island.

Approximate position, lat.  $1^{\circ} 9' N.$ , long.  $103^{\circ} 54\frac{1}{2}' E.$

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Singapore strait, No. 2403; Singapore main strait, No. 2404; Also, China Sea Directory, vol. I, 1896, page 197.

## PACIFIC OCEAN—PHILIPPINE ISLANDS—Luzon, WEST COAST.

*Cape Bolinao—Character of light altered.*

No. 397 (second publication).—The British Admiralty has given notice (No. 1063 of 1906) that, on the 15th July 1906, the white occulting light shown from a framework structure on Piedra point, cape Bolinao, was discontinued, and a white group flashing light every ten seconds,

elevated 301 feet above high water, and visible in clear weather from a distance of 24 miles, was exhibited from a new concrete light-house erected on a wooded hill rising from the beach at Piedra point.

The light, which is of the 3rd. order, shows thus:—*flash*; eclipse, *two and-a-half seconds*; *flash*; eclipse, *seven and-a-half seconds*.

The keeper's dwelling and out-houses, also of concrete, stand near the light-house.

Approximate position, lat.  $16^{\circ} 19' N.$ , long.  $119^{\circ} 46\frac{1}{2}' E.$

NOTE.—The duration of the flashes is not stated. It is presumed they are of the description known as lightning flashes, lasting about one-tenth of a second.

*This Notice affects the following Admiralty Charts:—China sea, No. 2661b; Luzon island, northern portion, No. 2454; Also List of Lights, part VI, 1906, No. 679a; China Sea Directory, vol. II, 1906, page 337; Eastern Archipelago, Part I, 1902, page 52; and Supplement, 1906, page 7.*

#### AFRICA, NORTH-EAST—RED SEA, WESTERN SHORE—SAWAKIN APPROACH

*Towartit north reef—Beacon re-erected.*

No. 338 (second publication).—With reference to Notice to Mariners No. 338, dated 7th September, issued by this office, the British Admiralty has given further notice (No. 1064 of 1906) that a new beacon has been erected on the northern extreme of North Towartit reef, in the position occupied by the former beacon.

The beacon, pyramidal in shape, is built of masonry on a solid concrete base, and the masonry top is 21 feet above high water. It is surmounted by a staff and triangle, 9 feet in height, the total height of the beacon being 30 feet above high water. The masonry is painted white, and the staff and triangle red.

Approximate position lat.  $19^{\circ} 31\frac{1}{2}' N.$ , long.  $37^{\circ} 19' E.$

*This Notice affects the following Admiralty Chart:—Mersa Durur to Trinkitat, No. 81; Also, Red Sea, &c., Pilot, 1900, page 155.*

#### NEW ZEALAND—SOUTH ISLAND.

*Bluff harbour—Light-vessel discontinued—Buoy placed.*

No. 399 (second publication).—The British Admiralty has given notice (No. 1065 of 1906) that the light-vessel situated at a distance of 2 cables N.  $18^{\circ} W.$  from Burial point, Bluff harbour entrance, having sunk, will not be replaced; but a black buoy, without a light, will be temporarily moored in the position formerly occupied by the light-vessel.

Approximate position, lat.  $46^{\circ} 36\frac{1}{2}' S.$ , long.  $168^{\circ} 22\frac{1}{2}' E.$

*This Notice affects the following Admiralty Charts:—Acarua or Bluff harbour, Nos. 2540 and 3484; Also, List of Lights, part VI, 1906, No. 1650; New Zealand Pilot, 1901, page 313; and Revised Supplement, 1906, page 73.*

#### CHINA SEA—NATUNA ISLANDS.

*Elphinstone rock—Reef to the southward.*

No. 407 (second publication).—The British Admiralty has given notice (No. 1067 of 1906) that a reef with a depth of 3 fathoms over it at low water and 30 fathoms around exists between Elphinstone rock and Low island, Natuna islands, in a position from which Elphinstone rock bears N.  $7^{\circ} W.$ , distant 11 miles, and the south-east point of Low island, approximately, S.  $9^{\circ} W.$

Approximate position, lat.  $3^{\circ} 11\frac{1}{2}' N.$ , long.  $107^{\circ} 52' E.$

(Variation  $2^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Chart:—China sea, No. 2660a; Natuna Islands, No. 1348; Also, China Sea Directory, vol. II, 1906, page 93.*

EASTERN ARCHIPELAGO—CELEBES—GULF OF TOMINI.

*Pelasa—Reef to the south-eastward.*

No. 401 (second publication).—The British Admiralty has given notice (No. 1070 of 1906) that a reef of sand and coral, with a depth of 2 fathoms over it, exists to the south-eastward of Pelasa (Palasa), gulf of Tomini, in a position from which the beacon on Raaf reef bears S. 25° W., distant about 4 miles.

The reef is marked by discoloured water.

Approximate position, lat. 0° 25' N., long. 120° 28' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Eastern Archipelago, western portion* No. 941b; *Eastern Archipelago, eastern portion*, No. 942a; *strait of Makassar*, No. 2636; Also *Eastern Archipelago, part II*, 1904, page 377.

JAPAN SEA—PETER THE GREAT BAY—VLADIVOSTOK APPROACH.

*Cape Gamova—Light established—Provisional light discontinued.*

No. 402 (second publication).—With reference to Notice to Mariners No. 288, dated 10th August 1906, issued by this Office, the British Admiralty has given further notice (No. 1072 of 1906) that, on the 30th July 1906, a *white group flashing light* showing groups of two flashes, each group being of about *two seconds' duration, every ten seconds*, and visible from a distance of 16 miles, was exhibited from a light-house recently erected on cape Gamova, Vladivostok approach.

Near the light-house there is a siren worked by compressed air, and a bell for use during thick or foggy weather. These are probably worked in accordance with the Russian uniform system.

The provisional white fixed light has been discontinued.

Approximate position, lat. 42° 33½' N., long. 131° 12½' E.

This Notice affects the following Admiralty Charts:—*Kuril islands*, No. 2405; *Tumen Ula to Strckok bay*, No. 2432; *Trinity bay to the Eastern Bosphorus*, No. 511; Also *List of Lights, part VI*, 1906, page 189; and *Sailing Directions for Japan, &c.*, 1904, page 162.

AFRICA, EAST COAST—PUNGUE RIVER.

*Beira harbour—Entrance channel changed—Alterations in buoyage.*

No. 403 (second publication).—The British Admiralty has given notice (No. 1075 of 1906) that amendments to the buoyage have been made, and that a new channel now called the South-east channel, has opened to the southward of the present channel into Pungue river, and that this channel has been buoyed from the entrance to its junction with the other channel to Beira as follows:—

1. Buoys established:—

SOUTH-EAST CHANNEL.

- (a) A spherical fairway or Pilot-station buoy, painted in black and white horizontal bands, surmounted by a white staff, moored in a depth of 36 feet, at a distance of 10 miles, S. 13° E., from Macuti light-house.
- (b) A black can buoy, surmounted by a cylindrical top mark and marked "1," moored in a depth of 21 feet, at a distance of  $8\frac{1}{4}$  miles, S. 4° E., from Macuti light-house.
- (c) A red spherical buoy, marked "2," moored in a depth of 17 feet, at a distance of  $7\frac{1}{2}$  miles, S. 2° E., from Macuti light-house.
- (d) A red conical buoy, marked "4," moored in depth of 22 feet, at a distance of  $6\frac{1}{2}$  miles, S. 6° W., from Macuti light-house.

RAMBLER CHANNEL.

- (e) A black buoy, marked "3" moored in a depth of 28 feet, at a distance of  $6\frac{1}{2}$  miles S. 30° W., from Macuti light-house.
- (f) A red buoy, marked "6," moored in a depth of 26 feet, at a distance of  $5\frac{1}{4}$  miles S. 27° W., from Macuti lighthouse.

Approximate position, Macuti lighthouse, lat 19° 50½' S., long. 34° 53½' E.

2. Buoys re-lettered or re-numbered.

## ENTRANCE CHANNEL.

Nos. 1, 2, and 8 buoys, in the present or northern entrance channel have been re-marked "A," "B," and "C," respectively.

## RAMBLER CHANNEL.

The buoys marked "B," "C," "D," in Rambler channel have been re-marked "8," "10," "12," respectively.

Those marked "E" and "F" have been re-marked "5" and "7."

Nos. 10 and 11 buoys in Beira harbour have been re-numbered "11" and "13," respectively.

## 3. Buoys withdrawn:—

a. The black buoy, marked "A," at the entrance to Rambler channel.

b. The black buoys, Nos 4, 5, 6, 7, and 8 in the Old channel, westward of Rambler channel, also the two buoys with topmarks on the western side of the same channel.

## 4. Depths:—

The south-east channel has at present a least depth of 14 feet at low water over a muddy bottom.

The banks southward of the present entrance are extending to the south-eastward. A depth of 16 feet exists at a distance of 2 miles to the southward of the outer black buoy (A) of that channel, thence it gradually increases to the eastward to a depth of 4 fathoms on the bank now shown on the chart.

NOTE.—The channels are subject to constant change, and a stranger should either take a pilot, or carefully examine the channel before entering.

Red buoys with even numbers mark the starboard side of the channel when entering from seaward, and black buoys with odd numbers the port side.

After the 1st November 1906 the pilot vessel will be found cruising off the entrance to the south-east channel.

(Variation 15° Westerly in 1906).

This Notice affects the following Admiralty Charts:—Delagoa bay to the river Zambezi, No. 648; Beira harbour, No. 1003: Also, Africa Pilot, part III, 1905, pages 224, 225.

## CHINA SEA—TONG KING GULF.

Ha Long bay—Shoals in approach.

No. 404 (second publication).—The British Admiralty has given notice (No. 1080 of 1906) that the undermentioned shoals have been found to exist in the approach to Ha long bay, Tong King gulf:—

- (a) A shoal, about 50 yards in extent, with a depth of 14 feet over it, situated in Henriette pass, at three-quarters of a cable westward from the north point of Dragon island.

There is a depth of 5½ fathoms between this shoal and Dragon island.

The greatest depth on the bank between Dragon island and Noisette rock is not more than 4½ fathoms, instead of 8 fathoms as is at present shown on the chart.

Approximate position, N. point of Dragon island, lat. 20° 50½' N., long. 107° 7½' E.

- (b) A shoal, with a depth of 19 feet over it, situated in Orochet pass, at a distance of 6½ cables, S. 87° E., from the south point of Momie island.

Approximate position, lat. 20° 49½' N., long. 107° 6½' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Approaches to port Courbet No. 1169: Also, China Sea Directory, vol. II, 1906, pages 484, 485.

## NEW ZEALAND—SOUTH ISLAND—TIMARU APPROACH.

Jacks point—Character of light altered.

No. 405 (second publication).—The British Admiralty has given notice (No. 1085 of 1906) that, on the 23rd August 1906, the character of the light shown from Jacks point lighthouse,

Timaru approach, would be changed from white fixed to *white occulting every ten seconds*, thus:—light, *seven seconds*; eclipse, *three seconds*.

In other respects the light will be unaltered.

Approximate position, lat.  $44^{\circ} 26\frac{1}{2}'$  S., long.  $171^{\circ} 17\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—New Zealand, No. 1212; Ninety Miles beach to Otago, No. 2532; Also, List of Lights, part VI., 1906, No. 1665; New Zealand Pilot, 1901, page 287; and Revised Supplement, 1906, page 68.*

#### INDIA, WEST—MALABAR COAST.

*Talay:—Buoy marking Pinnacle rock replaced in position.*

No. 406 (second publication).—With reference to Notice to Mariners No. 185, dated 26th May last, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 19 of 1906) that the small spherical buoy marking the pinnacle rock off sub-port of Talay was replaced in position on the 27th September 1906, and that vessels should pass southward of the buoy as before.

#### BAY OF BENGAL.—SINGAPORE MAIN STRAIT.

*Coney island—Raffles light.*

No. 407 (second publication).—With reference to Notice to Mariners No. 328, dated 3rd September, issued by this office, the Acting Master Attendant, Straits Settlements, has given further notice dated 10th October stating that the three flashes from Raffles light are not all visible from all bearings within the illuminated arc. The dark sector is not yet fixed.

*The 22nd October 1906.*

#### BAY OF BENGAL—BURMA COAST.

*Krishna shoal light vessel to be relieved temporarily.*

No. 408 (second publication).—A telegraphic communication has been received from the Principal Port Officer, Rangoon, stating that the light vessel stationed at the Krishna shoal will be relieved temporarily on or about the 4th November. The temporary light vessel will exhibit a white flash of five seconds' duration every forty-five seconds.

*The 23rd October 1906.*

#### AUSTRALIA—VICTORIA—PORT PHILLIP APPROACH.

*Barwon head—Buoy on the S. E. withdrawn.*

No. 380 (third publication).—The British Admiralty has given Notice No. 1007 of 1906) that the automatic signal buoy, situated  $1\frac{1}{8}$  miles S. E. by E.  $\frac{1}{2}$  E. from Barwon head, in the approach to Port Phillip, has been permanently withdrawn.

Approximate position, lat.  $38^{\circ} 18\frac{1}{2}'$  S., long.  $144^{\circ} 31\frac{1}{2}'$  E.

(Variation  $8^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Western approach to Bass strait, No. 1063; Bass strait, sheet II, No. 1695b; Port Phillip, No. 1171a; Also Australia Directory, vol. I, 1897, page 428.*

#### JAPAN—NAIKAI—GULF OF OSAKA.

*Osaka road—Lights established—Light buoys withdrawn.*

No. 381 (third publication).—The British Admiralty has given notice (No. 1008 of 1906) that, on the 1st June 1906, the undermentioned lights would be established on the heads of the new breakwaters in Osaka road, Inland sea, and the light buoys moored off their outer extremities would be withdrawn:—

- (1) A red fixed light, elevated 45 feet above high water, and visible in clear weather from a distance of 12 miles, on the head of the South breakwater.

The light is exhibited from a red hexagonal iron tower, 25 feet in height.



- (2) A *white fixed* light, elevated 45 feet above high water, and visible in clear weather from a distance of 12 miles, on the head of the North breakwater.  
The light is exhibited from a white hexagonal iron tower, 25 feet in height.

Approximate position, North breakwater light, lat.  $34^{\circ} 38\frac{1}{2}'$  N., long.  $135^{\circ} 23\frac{1}{2}'$  E.

- (3) A *red fixed* light on the outer end of the Tramway pier in the harbour.

This Notice affects the following Admiralty Charts:—*Naikai or Inland sea*, No. 2875; *Kobe and Osaka*, No. 16; *Also List of Lights, Part VI, 1906*, page 171; and *Sailing Directions for Japan, &c., 1904*, page 420.

#### AUSTRALIA—VICTORIA—PORT PHILLIP.

*Gellibrand Point light—Amended sector—Anonyma shoal—Beacon removed.*

No. 382 (third publication).—With reference to Notice to Mariners No. 289, dated the 10th August 1906, issued by this office, the British Admiralty has given further notice (No. 1016 of 1906) that the *red and white occulting* sector shown from Gellibrand Point light over Hobson bay is visible between the bearings of S.  $63^{\circ}$  W. and S.  $3^{\circ}$  W., instead of between S.  $63^{\circ}$  W. and South as given in the above Notice.

Approximate position, Gellibrand Point light-house, lat.  $37^{\circ} 52\frac{1}{2}'$  S., long.  $144^{\circ} 55'$  E.

Information has also been received that the *chequered* beacon marking *Anonyma* shoal, situated nearly three-quarters of a mile S. by W. from Picnic Point, has been removed.

Approximate position, lat.  $37^{\circ} 57\frac{1}{2}'$  S., long.  $144^{\circ} 59\frac{1}{2}'$  E.

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Port Phillip* No. 1171b; *Hobson bay*, No. 624; *Also List of Lights, Part VI, 1906*, No. 1320; *Australia Directory*, vol. I, 1897; pages 459, 455; and *Supplement, 1900*, page 17.

#### AUSTRALIA—QUEENSLAND, MORETON BAY.

*Spitfire bank and East Knoll—Amended positions of buoys.*

No. 383 (third publication).—The British Admiralty has given notice (No. 1025 of 1906) that the buoys marking *Spitfire* bank and *East Knoll*, Moreton bay, have been moved, and are now situated as follows:—

- (1) *Spitfire* bank light-buoy has been moved 4 cables N.  $46^{\circ}$  E. from its former position, and is now situated with *Cowan Cowan* Point light-house bearing S.  $49^{\circ}$  E., distant  $7\frac{1}{16}$  miles, and the south-eastern extreme of *Bribie* island S.  $36^{\circ}$  W.
- (2) *East Knoll* buoy has been moved  $4\frac{1}{2}$  cables S.  $88^{\circ}$  W. from its former position, and is now situated with *Cowan Cowan* Point light-house bearing N.  $67^{\circ}$  E. distant  $1\frac{1}{16}$  miles, and *Combeyuro* Point light-house N.  $7^{\circ}$  E.

Approximate position, *Cowan Cowan* Point light-house on charts 1670a and b, lat.  $27^{\circ} 8\frac{1}{2}'$  S., long.  $153^{\circ} 21\frac{1}{2}'$  E.

NOTE.—(1) It will be seen that the buoys in their new positions do not apparently guard the shoals they are intended to mark. (2) When entering Moreton by the north-west channel it is advisable to keep just northward of the line of the leading lights, as *North bank* appears to be extending to the northward.

(Variation  $9^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Danger Point to cape Moreton*, No. 1029; *Moreton bay*, Nos. 1670a, 1670b; *Also Australia Directory*, vol. II, 1898, pages 126, 127.

## EASTERN ARCHIPELAGO—MADURA STRAIT.

*Pasuruan and Panarukan lights—Intended alteration in character.*

No. 384 (third publication).—The British Admiralty has given notice (No. 1032 of 1906) that it is intended to alter the character of the undermentioned lights in Madura strait as follows:—

- (1) PASURUAN LIGHT from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds.

Approximate position, lat.  $7^{\circ} 37' S.$ , long.  $112^{\circ} 55' E.$

- (2) PANARUKAN LIGHT from a white fixed to a white flashing light every three seconds, thus:—light, one second; eclipse, two seconds.

Approximate position, lat.  $7^{\circ} 41\frac{1}{2}' S.$ , long.  $113^{\circ} 56' E.$

The lights will be of the 6th order.  
Further Notice will be given.

This Notice affects the following Admiralty Chart:—*Eastern Archipelago*, No. 941b; island of Java, eastern portion, No. 1654: Also *List of Lights*, Part VI, 1906, Nos. 500 and 504; and *Eastern Archipelago*, part II, 1904, pages 134, 137.

## EASTERN ARCHIPELAGO—LOMBOK STRAIT.

*Ampenan light—Intended alteration in character.*

No. 385 (third publication).—The British Admiralty has given notice (No. 1033 of 1906) that it is intended to alter the character of Ampenan light from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $8^{\circ} 34\frac{1}{2}' S.$ , long.  $116^{\circ} 4' E.$

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 941b; Ampenan road on sheet No. 895: Also *List of Lights*, part VI, 1906, No. 512; and *Eastern Archipelago*, part II, 1904, page 201.

## EASTERN ARCHIPELAGO—TIMOR, WEST COAST—KOEPAK BAY.

*Fort Concordia light—Intended alteration in character.*

No. 386 (third publication).—The British Admiralty has given notice (No. 1034 of 1906) that it is intended to alter the character of Fort Concordia light, Koepang bay, from a white fixed to a white flashing light every three seconds, thus:—light, one second; eclipse, two seconds. The light will be of the 6th order.

Further Notice will be given.

Approximate position, lat.  $10^{\circ} 10' S.$ , long.  $123^{\circ} 34\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; Koepang bay with plan of Koepang road, No. 3296: Also *List of Lights*, part VI, 1906, No. 575; and *Eastern Archipelago*, part II, 1904, page 244.

## EASTERN ARCHIPELAGO—CELEBES ISLAND—GULF OF TOMINI.

*Gorontalo light—Intended alteration in character.*

No. 387 (third publication).—The British Admiralty has given notice (No. 1035 of 1906) that it is intended to alter the character of the Gorontalo light, gulf of Tomini, from a white fixed to a white group flashing light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, fifteen seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $0^{\circ} 29\frac{1}{2}' N.$ , long.  $123^{\circ} 8' E.$

This Notice affects the following Admiralty Charts:—*Eastern Archipelago*, No. 942a; Gorontalo river on sheet No. 2195: Also *List of Lights*, part VI, 1906, No. 558; and *Eastern Archipelago*, part II, 1904, page 382.

## EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

*Manado light—Intended alteration in character.*

*No. 388 (third publication).*—The British Admiralty has given notice (No. 1036 of 1906) that it is intended to alter the character of Manado light, Celebes island, from a white fixed to a white group occulting light every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds. The light will be of the 4th order.

Further Notice will be given.

Approximate position, lat.  $1^{\circ} 29' \text{ N.}$ , long.  $124^{\circ} 50' \text{ E.}$

*This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 942a; Manado road on sheet No. 930: Also List of Lights, part VI, 1906, No. 559; Eastern Archipelago, part I, 1902, page 425; and Eastern Archipelago, part II, 1904, page 393.*

AFRICA, EAST COAST—ZANZIBAR ISLAND.

*Nungwe Point light—Intended increase of power.*

No. 389 (third publication).—The Bombay Government has given notice (No. 102 of 1906) that on and after 1st September 1906, a 4th order fixed white light will be shown from Ras Nungwe Light-house in place of the present 5th order light. During the alteration the present 5th order light will be exhibited as usual. The new light will be 57 feet above High Water and visible 13 miles in clear weather.

*This Notice affects the following Admiralty Charts:—Pangani to Kimbiji, including the approaches to Zanzibar, No. 640b; Zanzibar to Malindi, No. 684; and Africa Pilot, part III, 7th edition, 1905, page 426; also Admiralty List of Lights, part VI, 1906, No. 72.*

**AUSTRALIA-WIDE BAY BAR.**

*Alteration in channel—Directions for crossing.*

No. 390 (third publication).—The Port Master, Brisbane, has given notice (No. 5 of 1906) that when crossing Wide Bay Bar the square beacons on Hook Point must now be kept open twice their own width to the Northward, keeping them in that position until the triangular beacons on Inskip Point are open twice their own width to the Westward: then haul up for them, keeping them in that position until past the S. E. spit, or nearing the red buoy, when haul out and bring them into line and continue as formerly.

By night the depth of water will show when the S. E. spit has been passed.

*Charts affected—Nos. 1030 and 1068; Australia Directory, vol. 2.*

BAY OF BENGAL—CHITTAGONG COAST.

*Kurnatuli river—Depth of water in the channels.*

No. 391 (third publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 11th October and reduced to zero :—

					Ft. In.
<i>Track No. 1.—Outer bar—</i>					
Disc on diamond	...	...	...	...	11 6
Marks open to the north	...	...	...	...	14 0
<i>Track No. 2.—Inner bar—</i>					
Disc on diamond	...	...	...	...	11 6
Batten beacon on pillar	...	...	...	...	12 3
<i>Track No. 3.—</i>					
Triangle on cross and ball	...	...	...	...	17 6
<i>Track No. 4.—Guptakhally crossing—</i>					
Tripod on diamond	...	...	...	...	17 0

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INDIA, WEST—BOMBAY COAST.

*Murdeswar buoy replaced.*

No. 392 (third publication).—With reference to Notice to Mariners No. 208, dated the 7th June 1906, issued by this office, the Bombay Government has given further notice (No. 104 of 1906) that the Murdeswar buoy was replaced on 21st September.

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INDIA, WEST—BOMBAY COAST.

*Bhatkal buoy replaced.*

No. 393 (third publication).—With reference to Notice to Mariners No. 209, dated 7th June 1906, issued by this Office, the Bombay Government has given further notice (No. 104 of 1906) that the Bhatkal buoy was replaced on 20th September 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, NOVEMBER 7, 1906.

**NOTICES TO MARINERS.**

The following Notices are published for general information.

CALCUTTA, the 31st October 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

**BAY OF BENGAL—ORISSA COAST.**

*False Point anchorage—Outer Ridge buoy adrift.*

No. 421 (first publication).—A telegraphic communication has been received from the Port Officer, Cuttack and Balasore ports, stating that the Outer Ridge buoy, False Point anchorage, has broken adrift and will be replaced as soon as possible.

The 31st October 1906.

**BAY OF BENGAL—BURMA COAST.**

*Caution—Position of a derelict.*

No. 422 (first publication).—A telegraphic communication has been received from the Principal Port Officer, Burma, stating that the Master of the *Taroba* has reported having passed on the 28th October a derelict, with seas wa-hing over her in lat.  $15^{\circ} 47\frac{1}{2}'$  N., long.  $93^{\circ} 57\frac{1}{2}'$  E, bearing N.  $65^{\circ}$  W. (true), distant  $13\frac{1}{2}$  miles from Alguada light-house. Mariners are hereby warned.

The 1st November 1906.

**AFRICA, SOUTH COAST—CAPE COLONY.**

*Algoa bay—Cape Recife light.*

No. 423 (first publication).—The British Admiralty has given notice (No. 1116 of 1906) that Notice to Mariners No. 926 of 1906, relating to cape Recife light, Algoa bay, is hereby cancelled.

Further Notice will given.

Approximate position, lat.  $34^{\circ} 1\frac{1}{2}'$  S., long.  $25^{\circ} 42'$  E.

This Notice affects the following Admiralty Charts:—Cape St. Francis to Waterloo bay, No. 2085; Algoa bay, No. 642; Also, List of Lights, part VI, 1906, No. 15; and Africa A.I.L., part III, 1906, page 125.

Note.—This cancels Notice to Mariners No. 358, dated 21st September 1906, issued by this office.



CHINA, EAST COAST—MIRS BAY.

*Grass island—Shoal spit to the eastward.*

No. 424 (*first publication*).—The British Admiralty has given notice (No. 1120 of 1906) that the 3-fathoms contour line off the east coast of Grass island, Mirs bay, to the south-westward of Kong chau (North Gau), extends in the form of a spit about 80 yards further to the north-eastward than is at present shown on the chart.

A rock, with a depth of 5 feet over it at low water, exists on the north-eastern extremity of this spit at a distance of  $1\frac{1}{2}$  cables from the coast of Grass island, from it the summit of Kong chau bears N.  $89^{\circ}$  E., distant  $3\frac{1}{2}$  cables, and Wintz hill N.  $75^{\circ}$  W. Within the 3-fathoms line the spit quickly shoals to a depth of only 9 feet over boulders.

The passage between Grass island and Kong chau should, therefore, no longer be used.

Approximate position, lat.  $22^{\circ} 29' N.$ , long.  $114^{\circ} 22' E.$

This Notice affects the following Admiralty Charts:—Mirs bay, Nos. 1964, 3474; Long harbour and approaches, No. 3386: Also, China Sea Directory, vol. III, 1904, page 130.

CHINA, EAST COAST—HONGKONG APPROACH.

*Fo tau mun pass—Rocks.*

No. 425 (*first publication*).—The British Admiralty has given notice (No. 1121 of 1906) that a patch of rocks, with a least depth of 2 fathoms over them at low water, exists on the northern side of the Fo tau mun pass, in a position from which the rock (30 feet high) off Fo tau point bears N.  $80^{\circ}$  E., distant  $1\frac{1}{2}$  cables, and the eastern point of Lamtong island S.  $11^{\circ}$  E.

There is a depth of 3 fathoms close southward of these rocks.

Approximate position, Fo tau point, lat.  $22^{\circ} 15\frac{1}{2}' N.$ , long.  $114^{\circ} 18' E.$

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Hongkong, with plan of Fo tau mun pass, No. 1466: Also, China Sea Directory, vol. III, 1904, page 66.

PERSIAN GULF—KUWEIT APPROACH.

*Ras al Ars—Shoal to the southward—Buoy established.*

No. 426 (*first publication*).—The British Admiralty has given notice (No. 1134 of 1906) that a shoal with a depth of 2 fathoms over it, and 7 fathoms around, composed of mud and coral, on which the S.S. Kola grounded, exists on the western side of the approach to Kuwait harbour, in a position from which Hill fort bears S.  $82^{\circ}$  W., distant  $3\frac{1}{2}$  miles, and the beacon on Ras al Ars N.  $3^{\circ}$  W.

A cask, painted red and surmounted by a red flag, has been moored on the shoal; but its existence must not be depended on.

Approximate position, lat.  $29^{\circ} 17\frac{1}{2}' N.$ , long.  $48^{\circ} 7\frac{1}{2}' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—Persian gulf, No. 2837b; Kuwait harbour, No. 22: Also Persian gulf Pilot, 1898, page 155; and Supplement, 1905, page 19.

EASTERN ARCHIPELAGO—SUMATRA, SOUTH COAST—LAMPONG BAY.

*Telok Betung light—Character altered.*

No. 427 (*first publication*).—With reference to Notice to Mariners No. 874, dated the 6th October 1906, issued by this office, the British Admiralty has given further notice (No. 1139 of 1906) that the character of Telok Betung light has been altered from red fixed to white flashing every three seconds, thus:—light, one second; eclipse, two seconds. The light, which is now visible 12 miles, is of the 6th order.

In other respects the light is unaltered.

Approximate position, lat.  $5^{\circ} 26\frac{1}{2}' S.$ , long.  $105^{\circ} 16\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—Tyingkok bay to Sunda strait, No. 2761; Sunda strait and approaches, No. 2056; Telok Betung, No. 940: Also List of Lights, Part VI, 1906, No. 467; and China Sea Directory, vol. I, 1896, page 344.

## INDIA, WEST—BOMBAY COAST.

*Caution—Position of a capsized country craft off Mount Dilli.*

No. 428 (*first publication*).—The Bombay Government has given notice (No. 114 of 1906) that the Master of S. S. *Florican* reports that at 3-30 p.m. he passed in latitude  $11^{\circ} 55'$  N. and longitude  $75^{\circ} 0'E.$ , Mount Dilli bearing N.  $66^{\circ}E.$ , distant 16 miles, a two-masted country craft capsized with sails set and painted top side green and bottom white, number on side board 24050.

*Caution.*—This derelict is a great danger to navigators.

*This Notice affects the following Admiralty Charts:—Mulki to Mount Dilli, No. 746; Visiadrug to Cochin, No. 2737; Venguria to Cape Comorin, No. 827: Also West Coast of Hindustan Pilot, fourth edition, 1898, page 142.*

## INDIA, WEST—BOMBAY COAST.

*Buoys between Alibag and Vengurla replaced.*

No. 429 (*first publication*).—With reference to Notice to Mariners No. 240, dated the 25th June 1906, issued by this office, the Bombay Government has given further notice (No. 112 of 1906) that the undermentioned buoys were replaced in position on the dates marked against each:—

Alibag Buoy	...	...	24th September 1906.
Ambulgad Reef Buoy, Jaitapur	...	...	24th " "
Málvan Harbour Buoys	...	...	19th " "
Chaldea Rock Buoy	...	...	24th " "
Málvan Outer Rock Buoy	...	...	21st " "
Johnstone Castle Rock Buoy	...	...	22nd " "
Vengurla Harbour Buoys	...	...	26th " "
Bhatkal Buoy	...	...	20th " "
Murdeswar Buoy	...	...	21st " "

## BAY OF BENGAL—SINGAPOUR STRAIT.

*Cyrene shoal—Wigham buoy to be painted white.*

No. 430 (*first publication*).—The Acting Master Attendant, Straits Settlements, has given notice, dated 17th October 1906, that on and after the 1st December 1906 the superstructure of the Wigham buoy, moored off the Cyrene shoal; Singapur, will be painted white.

## BAY OF BENGAL—BURMA COAST.

*Caution—Position of a derelict reported.*

No. 431 (*first publication*).—A telegraphic communication has been received from the Principal Port Officer, Burma, stating that the Master of the S. S. *Rampuna* reports having passed a derelict on lat.  $16^{\circ} 16'$  N., long.  $96^{\circ} 33'$  E. Mariners are hereby warned.

*The 5th November 1906.*

## AUSTRALIA, NORTH COAST—MELVILLE ISLAND AND DUNDAS STRAIT.

*Parry Shoal—Depth of water incorrectly shown on chart.*

No. 409 (*second publication*).—The President of the Marine Board, Port Adelaide, has given notice (No. 15 of 1906) that the Master of the S.S. *Empire* reports that when passing Parry Shoal at 6 p.m. on the 6th May 1906, at a distance of half-a-mile, he noticed a very heavy break on the five-fathom Patch, marked on the Chart—

Lat.  $11^{\circ} 10'$  S.

Long.  $129^{\circ} 40'$  E.

From this the Master presumed that the depth of water as shown on the Chart is incorrect.

Mariners are warned to avoid the vicinity.

## AUSTRALIA, SOUTH COAST—BACKSTAIRS PASSAGE.

*Yatala Shoal—Buoy with spherical top placed.*

No. 410 (second publication).—The President, Marine Board, Port Adelaide, has given notice (No. 16 of 1906) that, on or about 24th September, a buoy with a Spherical Top surmounted by a Half Globe, round side up, and painted red and white (horizontal bands), will be placed in five (5) fathoms L.W.S. on the N.W. side of the Yatala Shoal.

## AUSTRALIA, SOUTH COAST—SPENCER GULF.

*Middle bank lightship replaced in position.*

No. 411 (second publication).—Referring to the removal of the light-vessel from Middle bank for overhaul, the President of the Marine Board, Port Adelaide, has given further notice (No. 17 of 1906) informing Masters of vessels and others that the lightship has been replaced.

*This affects Admiralty Chart 8389B.*

## AUSTRALIA, SOUTH COAST—GULF OF ST. VINCENT.

*Port Adelaide river—Additional new beacons placed—Amended sailing directions.*

No. 412 (second publication).—The President, Marine Board, Port Adelaide, has given notice (No. 18 of 1906) that in accordance with previous notices, eight extra Beacons have been placed on the north and east side of the cutting. The Beacons are painted black, and the lanterns green, from which a green light showing towards the cutting is exhibited; a white light is also exhibited from the back of each lantern showing towards the shore.

All the green light Beacons are numbered from the first or seaward Beacon with the letter "G" added, as follows:—No. 0G being outside Beacon; No. 1G, near the reflecting Beacon; No. 2G, opposite the old boat channel. This light indicates the turning point from No. 2 (red) lead towards No. 3. All the others, that is, Nos. 3G to 9G, both inclusive, are placed opposite the corresponding numbers of the white light Beacons on the other side of the cutting.

All the single light Beacons are placed about 15 feet back from the cutting, and painted red to starboard and black to port. The lights are white to starboard and green to port from seaward.

The red light on the pile Beacon south of No. 3 being no longer required has been discontinued.

In consequence of the above alterations the sailing directions have been amended to read as follows:—

*Sailing directions.*

*By Night.*—In approaching the Anchorage, vessels of deep draught should not bring the white light on the old structure to bear north of N.E. by E. in order to avoid the four-fathom patch, which bears N.W. half N. from the light on Wonga Shoal; then get No. 1 lead (which consists of two red lights vertical 10 feet apart, and two white lights vertical 11 feet 9 inches apart) in line; keep these in line passing between the occulting light on the red buoy and the outer green light on the north bank, also between the other green lights on the north bank and the white lights on the revetment mound.

Steer on the same line until the two red lights of No. 2 lead are coming on; then steer with them in line until abreast of No. 2G Beacon; then direct the course to pass between No. 3 and No. 3G Beacons; and so on from Beacon to Beacon round the point until No. 9 is reached. From a safe distance off No. 9 the lights of No. 10 lead will be seen; keep them in line until the red light is about a quarter of a point open to the right of the white light of No. 11 lead; then gradually alter the course to bring the lights of No. 11 lead in line; keep them in line (a sharp look-out being kept for the mooring buoys on the starboard hand) until the lights of No. 12 lead are seen coming into line; proceed as before by altering the course before the lights are on with each other. The same applies in the change from No. 12 to No. 13 lead. When the lights on the wharves are seen opening out off Luff Point, alter the course so as to round the point at a safe distance, and then up the centre of the channel, looking out for the mooring buoys on the starboard hand.

In going outwards the directions are just the opposite to those given for coming inwards; but in such case, in changing from one lead to another, the course should be gradually altered when abreast of the low (red) Beacon of each lead, except No. 2 lead. In this case, when abreast of No. 3 Beacon, gradually alter the course to a safe distance off No. 2G until the two red lights of No. 2 lead are in line, then proceed outwards with No. 2 lead in line.

*By Day.*—The directions by day are the same as by night, merely substituting the Beacons for the Lights.

*This affects Admiralty Charts 2389 A and B, 1750 and 1752.*

During the progress of the work at the Light's Passage Harbour Works, masters of vessels exempt from pilotage may, if they so desire, avail themselves of the services of a pilot to assist them in passing such works, either in or out, at one-half the usual rates.

If the usual exemption flag is not hoisted it will be taken as a signal that a pilot is required. At night if a pilot is required the usual signal for a pilot should be shown.

*N.B.*—Owing to the nature of the work in progress, this notice may require to be amended from time to time, and therefore should be treated as tentative only.

#### AUSTRALIA, SOUTH COAST—SPENCER GULF.

*Corny Point light—Alteration in character.*

*No. 413 (second publication).*—The President, Marine Board, Port Adelaide, has given notice (No. 19 of 1906) that it is intended, on or about the 1st January 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Arc, i.e., between the bearings of N.E.  $\frac{1}{2}$  E. and N.E. by N.  $\frac{1}{2}$  N., where it is shut in by the first point to the Southward of the Light-house.

The Red Sector will be visible for 14 miles, the full range of the Light.

*This affects Admiralty Chart No. 2389 A.*

*Note.*—This cancels Notice to Mariners No. 379, dated 6th October 1906, issued by this office.

#### CHINA—YANG TSE KIANG.

*Harvey point channel—Buoys removed. Actæon shoal—Colour of S.E. Spit buoy altered.*

*No. 414 (second publication).*—The British Admiralty has given notice (No. 1091 of 1906) that, owing to the disuse of Harvey point channel, Yang tee kiang, the buoys marking it, viz, Cone Tree buoy, N.E. Actæon buoy, the Fairway buoy, and Mason Bank buoy, have been withdrawn.

A red spar buoy has been placed in the position formerly occupied by Mason Bank buoy for the guidance of native craft.

The S.E. Spit light-buoy, formerly painted in red and black vertical stripes, has been painted red.

Approximate position, S.E. Spit buoy, lat.  $31^{\circ} 35\frac{1}{2}'$  N., long.  $121^{\circ} 18\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Chart:—Shanghai to Nanking, No. 2809: Also China Sea Directory, vol. III, 1904, page 431.*

#### CHINA—YANG TSE KIANG ENTRANCE.

*South channel—Buoys established.*

*No. 415 (second publication).*—The British Admiralty has given notice (No. 1095 of 1906) that a good channel having been formed through the banks of the South channel, Yang tee kiang entrance, northward of Tungsha light-vessel and Middle ground, this channel would, on or about the 5th August 1906, be buoyed provisionally as follows:—

(a) Tungsha bank buoy, red conical, surmounted by staff and black ball, moored in a depth of 25 feet at low water to the south-eastward of the Tungsha banks, at a distance of 8 miles, S.  $77^{\circ}$  E., from Tungsha light-vessel.

(b) Tungsha buoy, red conical, surmounted by staff and black triangle, moored in a depth of 18 feet, to mark the southern edge of the Tungsha banks, at a distance of  $2\frac{1}{2}$  miles, N.  $17^{\circ}$  E., from Tungsha light-vessel.

Approximate position, Tungsha light-vessel, lat.  $31^{\circ} 8\frac{1}{2}'$  N., long.  $122^{\circ} 0'$  E.

(c) House island buoy, red spherical, moored in a depth of 17 feet, to mark the edge of the bank extending south-eastward from House island, at a distance of 4 miles, S.  $48^{\circ}$  E., from House island beacon.

- (d) House island crossing buoy, conical, painted in red and black vertical stripes, surmounted by staff and black diamond, moored in a depth of 17 feet, to mark the crossing on to the Kiutoan flats, at a distance of  $1\frac{1}{2}$  miles, S.  $47^{\circ}$  W., from House island beacon.
- (e) Kiutoan flats buoy, black conical, moored in a depth of 17 feet, to mark the northern edge of the Middle ground, at a distance of  $2\frac{1}{2}$  miles, S.  $88^{\circ}$  W., from House island beacon.
- Approximate position, House island beacon, lat.  $31^{\circ} 16\frac{1}{2}'$  N., long.  $121^{\circ} 51\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Westerly in 1906.)

*This Notice affects the following Admiralty Charts:—Kue shan islands to the Yang tee kiang, No. 1199; approaches to the Yang tee kiang, No. 1602; Also China Sea Directory, vol. III, 1904, pages 406—408.*

#### EASTERN ARCHIPELAGO—OLEEBES—GULF OF BONI.

*Cape Tabako—Reef to the north-westward.*

No. 416 (second publication).—The British Admiralty has given notice No. 1101 of 1906 that a reef, about 50 yards in extent, with a depth of 10 feet over it at low water, exists to the north-westward of cape Tabako, gulf of Boni.

Approximate position, lat.  $3^{\circ} 12\frac{1}{2}'$  S., long.  $120^{\circ} 47\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion No. 941b; Eastern Archipelago, eastern portion, No. 948a; Also Eastern Archipelago, Part II, 1904, page 354.*

#### EASTERN ARCHIPELAGO—BALI ISLAND—BALI STRAIT.

*Lichin Point—Light buoy established.*

No. 417 (second publication).—With reference to Notice to Mariners No. 251, dated 26th June 1906, issued by this office, the British Admiralty has given further notice No. 1105 of 1906 that a light buoy, exhibiting a *white occulting light every twenty seconds*, thus:—light, ten seconds; eclipse, ten seconds, and visible in clear weather from a distance of 6 miles, has been moored off Lichin Point, Bali, strait.

Approximate position, lat.  $8^{\circ} 7\frac{1}{2}'$  S., long.  $114^{\circ} 25\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Java inland, No. 1654; plan of Bali strait on No. 934; Also Eastern Archipelago, Part II, 1904, page 147.*

#### EASTERN ARCHIPELAGO—SUMATRA, NORTH-EAST COAST—ARU BAY.

*Babalan channel—Tide-gauge established.*

No. 418 (second publication).—The British Admiralty has given Notice (No. 1106 of 1906) that a tide-gauge, surmounted by a red ball, has been erected in Babalan channel, Aru bay, between the black light-buoy at the entrance to the Babalan river, and the white conical buoy northward of it.

Approximate position, black light-buoy, lat.  $4^{\circ} 6'$  N., long.  $98^{\circ} 19'$  E.

*This Notice affects the following Admiralty Chart—Aru bay, No. 3586; Also China Sea Directory, vol. I, 1896, page 78; and Supplement, 1899, page 7.*

#### JAPAN (NIPON)—YOKOHAMA BAY.

*Mandarin bluff—Light-buoy to the north-east withdrawn.*

No. 419 (second publication).—The British Admiralty has given Notice (No. 1107 of 1906) that the red conical buoy, exhibiting a white fixed light, shown on the chart at a distance of  $9\frac{1}{2}$  cables, N.  $50^{\circ}$  E., from Mandarin bluff, Yokohama bay, has been permanently withdrawn.

Approximate position, lat.  $35^{\circ} 26\frac{1}{2}'$  N., long.  $139^{\circ} 40\frac{1}{2}'$  E.

(Variation  $4^{\circ}$  Westerly in 1906.)

*This Notice affects the following Admiralty Charts:—Gulf of Tokyo, No. 2657; Yokohama to Uraga, No. 3548; Yokohama bay, No. 3109.*



CHINA, NORTH—MANCHURIA—PECHILI STRAIT—KWANG TUNG PENINSULA.

*Port Arthur—Mines removed in approach.*

No. 420 (second publication).—With reference to Notice to Mariners No. 131, dated 12th April 1906, issued by this office, the British Admiralty has given further notice (No. 1112 of 1906) that the mines in the western approach to Port Arthur have been cleared away.

Vessels, however, must still exercise due caution, as solitary mines may yet exist on this area, though it is believed that the sweeping operations carried out have been effective.

The cautionary note respecting mines will, for the present, be retained on the charts until it is known that the whole coast in this locality is free from these dangers.

Approximate position, Port Arthur, lat.  $38^{\circ} 47' N.$ , long.  $121^{\circ} 16' E.$

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—*Gulf of Pechili and Liao tung*, No. 1256; *Kwang tung peninsula*, No. 1798; Also *China Sea Directory*, vol. III, 1904, pages 592, 594.

The 29th October 1906.

EASTERN ARCHIPELAGO—SUMATRA, WEST COAST—TAMPAT TUAN BAY.

*Tuan point—Light established.*

No. 394 (third publication).—With reference to Notice to Mariners No. 366, dated 29th September 1906, issued by this office, the British Admiralty has given further notice (No. 1054 of 1906) that on 3rd September 1906, a white group occulting light, showing groups of three occultations every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds, was exhibited from an open iron work frame structure, 45 feet high, painted white, erected on Tuan point, Tampat Tuan bay; the light, which is of the 4th order, is elevated 203 feet above high water, and visible in clear weather from a distance of 13 miles.

Approximate position, lat.  $3^{\circ} 14\frac{1}{2}' N.$ , long.  $97^{\circ} 10' E.$

This Notice affects the following Admiralty Charts:—*Acheh head to Tyingkok bay with plan of Tampat Tuan bay*, No. 2760; Also, *List of Lights*, part VI, 1906, page 75; *China Sea Directory*, vol. I, 1896, page 275; and *Supplement*, 1899, page 17.

EASTERN ARCHIPELAGO—CELEBEA, WEST COAST.

*Ujong Lajari—Shoal to the northward.*

No. 395 (third publication).—The British Admiralty has given notice (No. 1059 of 1906) that a small mud bank, with a depth of about 6 feet over it, exists to the northward of Ujong Lajari, west coast of Celebea, in a position from which Mount Barru bears S.  $60^{\circ} E.$ , distant  $11\frac{1}{2}$  cables, and the wreck on Bromo reef S.  $58^{\circ} W.$

Approximate position, lat.  $4^{\circ} 25' S.$ , long.  $119^{\circ} 35\frac{1}{2}' E.$

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—*Ujong Jonga to Ujong Kassi*, No. 3404; Also, *Eastern Archipelago*, part II, 1904, page 314.

CHINA SEA—SINGAPORE STRAIT.

*Bulang strait—Beacon and buoys established.*

No. 396 (third publication).—The British Admiralty has given notice (No. 1062 of 1906) that the undermentioned beacon and buoys have been established in the northern approach to Bulang strait:—

- (a) An iron screw-pile beacon surmounted by a white ball, on the coast reef north of pulo Blakang Padang, in a position from which the eastern point of the island northward of Blakang Padang bears S.  $7^{\circ} E.$ , distant  $4\frac{1}{2}$  cables, and the north point of pulo Sambu East.

Approximate position, lat.  $1^{\circ} 10' N.$ , long.  $103^{\circ} 53' E.$

- (b) A white conical buoy, moored in a depth of  $4\frac{1}{2}$  fathoms to the eastward of pulo Blakang Padang, in a position from which the south point of Mariám island bears N.  $62^{\circ}$  E., distant  $2\frac{1}{2}$  cables, and the south-east point of pulo Sambu N.  $13^{\circ}$  E.
- (c) A black can buoy, with truncated cone topmark, situated to the south-eastward of Mariám island, in a position from which the northern point of the island northward of pulo Blakang Padang is in line with the north-eastern side of Mariám island, bearing N.  $64^{\circ}$  W., and distant 4 cables from the north point of the latter island.

Approximate position, lat.  $1^{\circ} 9' N.$ , long.  $103^{\circ} 54\frac{1}{2}' E.$

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Singapore strait, No. 2403; Singapore main strait, No. 2404; Also, China Sea Directory, vol. I, 1896, page 197.

#### PACIFIC OCEAN—PHILIPPINE ISLANDS—LUSON, WEST COAST.

Cape Bolinao—Character of light altered.

No. 397 (third publication).—The British Admiralty has given notice (No. 1063 of 1906) that, on the 15th July 1906, the white occulting light shown from a framework structure on Piedra point, cape Bolinao, was discontinued, and a white group flashing light every ten seconds, elevated 301 feet above high water, and visible in clear weather from a distance of 24 miles, was exhibited from a new concrete light-house erected on a wooded hill rising from the beach at Piedra point.

The light, which is of the 3rd. order, shows thus:—flash; eclipse, two and-a-half seconds; flash; eclipse, seven and-a-half seconds.

The keeper's dwelling and out-houses, also of concrete, stand near the light-house.

Approximate position, lat.  $16^{\circ} 19' N.$ , long.  $119^{\circ} 46\frac{1}{2}' E.$

NOTE.—The duration of the flashes is not stated. It is presumed they are of the description known as lightning flashes, lasting about one-tenth of a second.

This Notice affects the following Admiralty Charts:—China sea, No. 2661b; Luzon island, northern portion, No. 2454; Also List of Lights, part VI, 1906, No. 679a; China Sea Directory, vol. II, 1906, page 337; Eastern Archipelago, Part I, 1902, page 52; and Supplement, 1906, page 7.

#### AFRICA, NORTH-EAST—RED SEA, WESTERN SHORE—SAWAKIN APPROACH

Towartit north reef—Beacon re-erected.

No. 398 (third publication).—With reference to Notice to Mariners No. 338, dated 7th September, issued by this office, the British Admiralty has given further notice (No. 1064 of 1906) that a new beacon has been erected on the northern extreme of North Towartit reef, in the position occupied by the former beacon.

The beacon, pyramidal in shape, is built of masonry on a solid concrete base, and the masonry top is 21 feet above high water. It is surmounted by a staff and triangle, 9 feet in height, the total height of the beacon being 30 feet above high water. The masonry is painted white, and the staff and triangle red.

Approximate position lat.  $19^{\circ} 31\frac{1}{2}' N.$ , long.  $37^{\circ} 19' E.$

This Notice affects the following Admiralty Chart:—Mersa Durur to Trinkitat, No. 81; Also, Red Sea, &c., Pilot, 1900, page 155.

#### NEW ZEALAND—SOUTH ISLAND.

Bluff harbour—Light-vessel discontinued—Buoy placed.

No. 399 (third publication).—The British Admiralty has given notice (No. 1065 of 1906) that the light-vessel situated at a distance of 2 cables N.  $18^{\circ}$  W. from Burial point, Bluff

harbour entrance, having sunk, will not be replaced; but a black buoy, without a light, will be temporarily moored in the position formerly occupied by the light-vessel.

Approximate position, lat.  $46^{\circ} 36\frac{1}{2}'$  S., long.  $168^{\circ} 22\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Avarua or Bluff harbour, Nos. 2540 and 3484; Also, List of Lights, part VI, 1906, No. 1060; New Zealand Pilot, 1901, page 313; and Revised Supplement, 1906, page 73.*

#### CHINA SEA—NATUNA ISLANDS.

*Elphinstone rock—Reef to the southward.*

No. 407 (third publication).—The British Admiralty has given notice (No. 1067 of 1906) that a reef with a depth of 3 fathoms over it at low water and 80 fathoms around exists between Elphinstone rock and Low island, Natuna islands, in a position from which Elphinstone rock bears N.  $7^{\circ}$  W., distant 11 miles, and the south-east point of Low island, approximately, S.  $9^{\circ}$  W.

Approximate position, lat.  $3^{\circ} 11\frac{1}{2}'$  N., long.  $107^{\circ} 52'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Chart:—China sea, No. 2660a; Natuna Islands, No. 1348; Also, China Sea Directory, vol. II, 1906, page 93.*

#### EASTERN ARCHIPELAGO—CELEBES—GULF OF TOMINI.

*Pelasa—Reef to the south-eastward.*

No. 401 (third publication).—The British Admiralty has given notice (No. 1070 of 1906) that a reef of sand and coral, with a depth of 2 fathoms over it, exists to the south-eastward of Pelasa (Palasa), gulf of Tomini, in a position from which the beacon on Raaf reef bears S.  $25^{\circ}$  W., distant about 4 miles.

The reef is marked by discoloured water.

Approximate position, lat.  $0^{\circ} 25'$  N., long.  $120^{\circ} 28'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion No. 941b; Eastern Archipelago, eastern portion, No. 942a; strait of Makassar, No. 2633; Also Eastern Archipelago, part II, 1904, page 377.*

#### JAPAN SEA—PETER THE GREAT BAY—VLADIVOSTOK APPROACH.

*Cape Gamova—Light established—Provisional light discontinued.*

No. 402 (third publication).—With reference to Notice to Mariners No. 288, dated 10th August 1906, issued by this Office, the British Admiralty has given further notice (No. 1072 of 1906) that, on the 30th July 1906, a white group flashing light showing groups of two flashes, each group being of about two seconds' duration, every ten seconds, and visible from a distance of 16 miles, was exhibited from a light-house recently erected on cape Gamova, Vladivostok approach.

Near the light-house there is a siren worked by compressed air, and a bell for use during thick or foggy weather. These are probably worked in accordance with the Russian uniform system.

The provisional white fixed light has been discontinued.

Approximate position, lat.  $42^{\circ} 33\frac{1}{2}'$  N., long.  $131^{\circ} 12\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Kuril islands, No. 2405; Tumen Uta to Streluk bay, No. 2432; Trinity bay to the Eastern Bosphorus, No. 511; Also List of Lights, part VI, 1906, page 189; and Sailing Directions for Japan, &c., 1904, page 162.*

## AFRICA, EAST COAST—PUNGUE RIVER.

*Beira harbour—Entrance channel changed—Alterations in buoyage.*

No. 403 (third publication).—The British Admiralty has given notice (No. 1075 of 1906) that amendments to the buoyage have been made, and that a new channel now called the South-east channel, has opened to the southward of the present channel into Pungue

river, and that this channel has been buoyed from the entrance to its junction with the other channel to Beira as follows:—

## 1. Buoys established:—

## SOUTH-EAST CHANNEL.

- (a) A spherical fairway or Pilot-station buoy, painted in black and white horizontal bands, surmounted by a white staff, moored in a depth of 36 feet, at a distance of 10 miles, S. 13° E., from Macuti light-house.
- (b) A black can buoy, surmounted by a cylindrical top mark and marked "1," moored in a depth of 21 feet, at a distance of  $8\frac{1}{4}$  miles, S. 4° E., from Macuti light-house.
- (c) A red spherical buoy, marked "2," moored in a depth of 17 feet, at a distance, of  $7\frac{1}{2}$  miles, S. 2° E., from Macuti light-house.
- (d) A red conical buoy, marked "4," moored in depth of 22 feet, at a distance of  $6\frac{1}{4}$  miles, S. 6° W., from Macuti light-house.

## RAMBLER CHANNEL.

- (e) A black buoy, marked "3" moored in a depth of 28 feet, at a distance of  $6\frac{1}{2}$  miles S. 30° W., from Macuti light-house.
- (f) A red buoy, marked "6," moored in a depth of 26 feet, at a distance of  $5\frac{1}{4}$  miles S. 27° W., from Macuti lighthouse.

Approximate position, Macuti lighthouse, lat. 19° 50½' S., long. 34° 53½' E.

## 2. Buoys re-lettered or re-numbered.

## ENTRANCE CHANNEL.

Nos. 1, 2, and 3 buoys, in the present or northern entrance channel have been re-marked "A," "B," and "C," respectively.

## RAMBLER CHANNEL.

The buoys marked "B," "C," "D," in Rambler channel have been re-marked "8," "10," "12," respectively.

Those marked "E" and "F" have been re-marked "5" and "7."

Nos. 10 and 11 buoys in Beira harbour have been re-numbered "11" and "13," respectively.

## 3. Buoys withdrawn:—

- a. The black buoy, marked "A," at the entrance to Rambler channel.
- b. The black buoys, Nos 4, 5, 6, 7, and 8 in the Old channel, westward of Rambler channel, also the two buoys with topmarks on the western side of the same channel.

## 4. Depths:—

The south-east channel has at present a least depth of 14 feet at low water over a muddy bottom.

The banks southward of the present entrance are extending to the south-eastward. A depth of 16 feet exists at a distance of 2 miles to the southward of the outer black buoy (A) of that channel, thence it gradually increases to the eastward to a depth of 4 fathoms on the bank now shown on the chart.

NOTE — The channels are subject to constant change, and a stranger should either take a pilot, or carefully examine the channel before entering.

Red buoys with even numbers mark the starboard side of the channel when entering from seaward, and black buoys with odd numbers the port side.

After the 1st November 1906 the pilot vessel will be found cruising off the entrance to the south-east channel.

(Variation  $15^{\circ}$  Westward in 1906).

This Notice affects the following Admiralty Charts:—Delagoa bay to the river Zambezi, No. 648; Beira harbour, No. 1003; Also, Africa Pilot, part III, 1905, pages 224, 225.

## CHINA SEA—TONG KING GULF.

*Ha Long bay—Shoals in approach.*

No. 404 (third publication).—The British Admiralty has given notice (No. 1080 of 1906) that the undermentioned shoals have been found to exist in the approach to Ha long bay, Tong King gulf:—

- (a) A shoal, about 50 yards in extent, with a depth of 14 feet over it, situated in Henriette pass, at three-quarters of a cable westward from the north point of Dragon island.

There is a depth of  $5\frac{1}{2}$  fathoms between this shoal and Dragon island.

The greatest depth on the bank between Dragon island and Noisette rock is not more than  $4\frac{1}{2}$  fathoms, instead of 8 fathoms as is at present shown on the chart.

Approximate position, N. point of Dragon island, lat.  $20^{\circ} 50\frac{1}{2}'$  N., long.  $107^{\circ} 7\frac{1}{2}'$  E.

- (b) A shoal, with a depth of 19 feet over it, situated in Crochet pass, at a distance of  $6\frac{1}{2}$  cables, S.  $87^{\circ}$  E., from the south point of Momie island.

Approximate position, lat.  $20^{\circ} 49\frac{1}{2}'$  N., long.  $107^{\circ} 6\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Approaches to port Cowlet No. 1169; Also, China Sea Directory, vol. II, 1906, pages 484, 485.

## NEW ZEALAND—SOUTH ISLAND—TIMARU APPROACH.

*Jacks point—Character of light altered.*

No. 405 (third publication).—The British Admiralty has given notice (No. 1085 of 1906) that, on the 23rd August 1906, the character of the light shown from Jacks point lighthouse, Timaru approach, would be changed from white fixed to white occulting every ten seconds thus:—light, seven seconds; eclipse, three seconds.

In other respects the light will be unaltered.

Approximate position, lat.  $44^{\circ} 26\frac{1}{2}'$  S., long.  $171^{\circ} 17\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—New Zealand, No. 1212; Ninety Miles beach to Otago, No. 2532; Also, List of Lights, part VI., 1906, No. 1665; New Zealand Pilot, 1901, page 287; and Revised Supplement, 1906, page 68.

## INDIA, WEST—MALABAR COAST.

*Talai--Buoy marking Pinnacle rock replaced in position.*

No. 406 (third publication).—With reference to Notice to Mariners No. 185, dated 26th May last, issued by this Office, the Officiating Presidency Port Officer, Madras, has given further notice (No. 19 of 1906) that the small spherical buoy marking the pinnacle rock off sub-port of Talai was replaced in position on the 27th September 1906, and that vessels should pass southward of the buoy as before.



## BAY OF BENGAL.—SINGAPORE MAIN STRAIT.

*Coney island—Raffles light.*

No. 407 (*third publication*).—With reference to Notice to Mariners No. 328, dated 3rd September, issued by this office, the Acting Master Attendant, Straits Settlements, has given further notice dated 10th October stating that the three flashes from Raffles light are not all visible from all bearings within the illuminated arc. The dark sector is not yet fixed.

*The 22nd October 1906.*

## BAY OF BENGAL.—BURMA COAST.

*Krishna shoal light vessel to be relieved temporarily.*

No. 408 (*third publication*).—A telegraphic communication has been received from the Principal Port Officer, Rangoon, stating that the light vessel stationed at the Krishna shoal will be relieved temporarily on or about the 4th November. The temporary light vessel will exhibit a white flash of five seconds' duration every forty-five seconds.

*The 23rd October 1906.*

ST. L. S. WARDEN, COMDR., R.I.M.,  
*Port Officer of Calcutta.*



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, NOVEMBER 14, 1906.

NOTICES TO MARINERS.

The following Notices are published for general information.

CALCUTTA, the 9th November 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

INDIA, WEST—BOMBAY COAST.

*Rajpuri Point—Red buoy replaced in position.*

No. 432 (first publication).—With reference to Notice to Mariners, No. 239, dated 26th June 1906, issued by this office, the Bombay Government has given further notice (No. 116 of 1906) that the red buoy on the north side of the 'Whale Reef,' off Rajpuri Point at the entrance of the Janjira Harbour that had been removed for the south-west monsoon was replaced on the 10th October 1906.

PACIFIC OCEAN, SOUTH—SOLOMON ISLANDS—FLORIDA ISLAND.

*Sandfly passage—Pinnacle rock.*

No. 433 (first publication).—The British Admiralty has given notice (No. 1142 of 1906, that a pinnacle rock, awash, exists nearly in the centre of North channel, Sandfly passage) in a position from which the northern of the two pinnacle rocks at present shown on the chart bears, approximately, S. 75° E. distant about three cables.

It is proposed to place a buoy on this rock.

Approximate position, lat. 8° 59' S., long. 160° 5' E.

(Variation 8° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Plan of Sandfly passage on No. 2873 : Guadalcanar and Florida islands, No. 1469 : Also Pacific Islands, vol. I, 1900, page 292.

CHINA SEA—PHILIPPINE ISLANDS—MINDORO ISLANDS.

*Port Galera—Colour of light altered.*

No. 434 (first publication).—The British Admiralty has given notice (No. 1155 of 1906) that the colour of port Galera light (fixed) has been altered from white to red and the power

of the light has been increased, so that it is now visible in clear weather from a distance of 7 miles.

In other respects the light is unaltered.

Approximate position, lat.  $13^{\circ} 30\frac{1}{2}'$  N., long.  $120^{\circ} 57'$  E.

This Notice affects the following Admiralty Chart:—Port Galera, etc., in No. 949: Also List of Lights, Part VI, 1906, No. 660; and Eastern Archipelago, Part I, 1902, page 229; and Supplement, 1906, page 16.

The 9th November 1906.

### BAY OF BENGAL—CHITTAGONG COAST.

Kurnafuli river—Depth of water in the Channels.

No. 435 (first publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 8th November 1906.

					Ft. In.
Track No. 1—Outer bar—					
Disc on diamond ...	...	...	...	...	11 6
Marks open to the north ...	...	...	...	...	13 6
Track No. 2—Inner bar—					
Disc on diamond ...	...	...	...	...	11 0
Batten beacon on pillar ...	...	...	...	...	12 0
Track No. 3—					
Triangle on cross and ball ...	...	...	...	...	17 6
Track No. 4—Guptakhally crossing—					
Tripod on diamond ...	...	...	...	...	18 0

The 12th November 1906.

### BAY OF BENGAL—ORISSA COAST.

False Point anchorage—Outer Ridge buoy adrift.

No. 421 (second publication).—A telegraphic communication has been received from the Port Officer, Cuttack and Balasore ports, stating that the Outer Ridge buoy, False Point anchorage, has broken adrift and will be replaced as soon as possible.

The 31st October 1906.

### BAY OF BENGAL—BURMA COAST.

Caution—Position of a derelict.

No. 422 (second publication).—A telegraphic communication has been received from the Principal Port Officer, Burma, stating that the Master of the *Taroba* has reported having passed on the 28th October a derelict, with seas washing over her in lat.  $15^{\circ} 47\frac{1}{2}'$  N., long.  $93^{\circ} 57\frac{1}{2}'$  E., bearing N.  $65^{\circ}$  W. (true), distant  $13\frac{1}{2}$  miles from Alguada light-house. Mariners are hereby warned.

The 1st November 1906.

### AFRICA, SOUTH COAST—CAPE COLONY.

Algoa bay—Cape Recife light.

No. 423 (second publication).—The British Admiralty has given notice (No. 1116 of 1906) that Notice to Mariners No. 926 of 1906, relating to Cape Recife light, Algoa bay, is hereby cancelled.

Further Notice will given.

Approximate position, lat.  $34^{\circ} 1\frac{1}{2}'$  S., long.  $25^{\circ} 42'$  E.

This Notice affects the following Admiralty Charts:—Cape St. Francis to Waterloo bay, No. 2085; Algoa bay, No. 642: Also, List of Lights, part VI, 1906, No. 15; and Africa List, part III, 1905, page 125.

Note.—This cancels Notice to Mariners No. 358, dated 21st September 1906, issued by this office.

## CHINA, EAST COAST—MIRS BAY.

*Grass island—Shoal spit to the eastward.*

No. 424 (second publication).—The British Admiralty has given notice (No. 1120 of 1906) that the 3-fathoms contour line off the east coast of Grass island, Mirs bay, to the south-westward of Kong chau (North Gau), extends in the form of a spit about 80 yards further to the north-eastward than is at present shown on the chart.

A rock, with a depth of 5 feet over it at low water, exists on the north-eastern extremity of this spit at a distance of  $1\frac{1}{2}$  cables from the coast of Grass island, from it the summit of Kong chau bears N.  $39^{\circ}$  E., distant  $3\frac{1}{2}$  cables, and Wintz hill N.  $75^{\circ}$  W. Within the 3-fathoms line the spit quickly shoals to a depth of only 9 feet over boulders.

The passage between Grass island and Kong chau should, therefore, no longer be used.

Approximate position, lat.  $22^{\circ} 29' N.$ , long.  $114^{\circ} 22' E.$

This Notice affects the following Admiralty Charts:—Mirs bay, Nos. 1964, 3474; Long harbour and approaches, No. 3386: Also, China Sea Directory, vol. III, 1904, page 130.

## CHINA, EAST COAST—HONGKONG APPROACH.

*Fo tau mun pass—Rocks.*

No. 425 (second publication).—The British Admiralty has given notice (No. 1121 of 1906) that a patch of rocks, with a least depth of 2 fathoms over them at low water, exists on the northern side of the Fo tau mun pass, in a position from which the rock (30 feet high) off Fo tau point bears N.  $80^{\circ}$  E., distant  $1\frac{1}{2}$  cables, and the eastern point of Lamtong island S.  $11^{\circ}$  E.

There is a depth of 3 fathoms close southward of these rocks.

Approximate position, Fo tau point, lat.  $22^{\circ} 16\frac{1}{2}' N.$ , long.  $114^{\circ} 18' E.$

(Variation  $1^{\circ}$  E. westerly in 1906.)

This Notice affects the following Admiralty Chart:—Hongkong, with plan of Fo tau mun pass, No. 1468: Also, China Sea Directory, vol. III, 1904, page 66.

## PERSIAN GULF—KUWEIT APPROACH.

*Ras al Arz—Shoal to the southward—Buoy established.*

No. 426 (second publication).—The British Admiralty has given notice (No. 1134 of 1906) that a shoal with a depth of 2 fathoms over it, and 7 fathoms around, composed of mud and coral, on which the S.S. Kola grounded, exists on the western side of the approach to Kuwait harbour, in a position from which Hill fort bears S.  $82^{\circ}$  W., distant  $3\frac{1}{2}$  miles, and the beacon on Ras al Arz N.  $3^{\circ}$  W.

A cask, painted red and surmounted by a red flag, has been moored on the shoal; but its existence must not be depended on.

Approximate position, lat.  $29^{\circ} 17\frac{1}{2}' N.$ , long.  $49^{\circ} 7\frac{1}{2}' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—Persian gulf, No. 2837b; Kuwait harbour, No. 22: Also Persian gulf Pilot, 1898, page 155; and Supplement, 1905, page 19.

## EASTERN ARCHIPELAGO—SUMATRA, SOUTH COAST—LAMPONG BAY.

*Telok Betung light—Character altered.*

No. 427 (second publication).—With reference to Notice to Mariners No. 374, dated the 6th October 1906, issued by this office, the British Admiralty has given further notice (No. 1139 of 1906) that the character of Telok Betung light has been altered from red fixed to white flashing every three seconds, thus:—light, one second; eclipse, two seconds. The light, which is now visible 12 miles, is of the 6th order.

In other respects the light is unaltered.

Approximate position, lat.  $5^{\circ} 26\frac{1}{2}' S.$ , long.  $105^{\circ} 16\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—Tyingkok bay to Sunda strait, No. 2761; Sunda strait and approaches, No. 2055; Telok Betung, No. 940: Also List of Lights, Part VI, 1906, No. 467; and China Sea Directory, vol. I, 1896, page 364.

## INDIA, WEST—BOMBAY COAST.

*Caution—Position of a capsized country craft off Mount Dilli.*

No. 428 (second publication).—The Bombay Government has given notice (No. 114 of 1906) that the Master of S. S. *Florican* reports that at 3:30 P.M. he passed in latitude  $11^{\circ} 55'$  N. and longitude  $75^{\circ} 0'E$ , Mount Dilli bearing N.  $66^{\circ} E$ , distant 16 miles, a two-masted country craft capsized with sails set and painted top side green and bottom white, number on side board 24050.

*Caution.*—This derelict is a great danger to navigators.

This Notice affects the following Admiral's Charts:—*Mulki to Mount Dilli*, No. 746; *Vizianagur to Cochin*, No. 2737; *Vengurla to Caps Comorin*, No. 827: Also *West Coast of Hindustan Pilot*, fourth edition, 1898, page 142.

## INDIA, WEST—BOMBAY COAST.

*Buoys between Ali'ag and Vengurla replaced.*

No. 429 (second publication) — With reference to Notice to Mariners No. 240, dated the 25th June 1906, issued by this office, the Bombay Government has given further notice (No. 112 of 1906) that the undermentioned buoys were replaced in position on the dates marked against each:—

Ali'ag Buoy	...	...	24th September 1906.
Ambulgad Reef Buoy, Jaitapur	...	...	24th " "
Málvan Harbour Buoy	...	...	19th " "
Chaldea Rook Buoy	...	...	24th " "
Málvan Outer Rook Buoy	...	...	21st " "
Johnstone Castle Rook Buoy	...	...	22nd " "
Vengurla Harbour Buoy	...	...	26th " "
Bhatkal Buoy	...	...	20th " "
Murdeswar Buoy	...	...	21st " "

## BAY OF BENGAL—SINGAPOUR STRAIT.

*Cyrene shoal—Wigham buoy to be painted white.*

No. 430 (second publication).—The Acting Master Attendant, Straits Settlements, has given notice, dated 17th October 1906, that on and after the 1st December 1906 the superstructure of the Wigham buoy, moored off the Cyrene shoal, Singapur, will be painted white.

## BAY OF BENGAL—BURMA COAST.

*Caution—Position of a derelict reported.*

No. 431 (second publication).—A telegraphic communication has been received from the Principal Port Officer, Burma, stating that the Master of the S. S. *Rampuna* reports having passed a derelict on lat.  $16^{\circ} 16' N$ , long.  $96^{\circ} 33' E$ . Mariners are hereby warned.

The 5th November 1906.

## AUSTRALIA, NORTH COAST—MELVILLE ISLAND AND DUNDAS STRAIT.

*Parry Shoal—Depth of water incorrectly shown on chart.*

No. 409 (third publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 15 of 1906) that the Master of the S. S. *Empire* reports that when passing Parry Shoal at 6 P.M. on the 6th May 1906, at a distance of half-a-mile, he noticed a very heavy break on the five-fathom patch, marked on the Chart—

Lat.  $11^{\circ} 10' S$ .  
Long.  $129^{\circ} 40' E$ .

From this the Master presumed that the depth of water as shown on the Chart is incorrect.

Mariners are warned to avoid the vicinity.

AUSTRALIA, SOUTH COAST—BACKSTAIRS PASSAGE.

*Yatala Shoal—Buoy with spherical top placed.*

No. 410 (third publication).—The President, Marine Board, Port Adelaide, has given notice (No. 16 of 1906) that, on or about 24th September, a buoy with a Spherical Top surmounted by a Half Globe, round side up, and painted red and white (horizontal bands), will be placed in five (5) fathoms L.W.S. on the N.W. side of the Yatala Shoal.

AUSTRALIA, SOUTH COAST—SPENCER GULF.

*Middle bank lightship replaced in position.*

No. 411 (third publication).—Referring to the removal of the light-vessel from Middle bank for overhaul, the President of the Marine Board, Port Adelaide, has given further notice (No. 17 of 1906) informing Masters of vessels and others that the lightship has been replaced.

*This affects Admiralty Chart 8389B.*

AUSTRALIA, SOUTH COAST—GULF OF ST. VINCENT.

*Port Adelaide river—Additional new beacons placed—Amended sailing directions.*

No. 412 (third publication).—The President, Marine Board, Port Adelaide, has given notice (No. 18 of 1906) that in accordance with previous notices, eight extra Beacons have been placed on the north and east side of the cutting. The Beacons are painted black, and the lanterns green, from which a green light showing towards the cutting is exhibited; a white light is also exhibited from the back of each lantern showing towards the shore.

All the green light Beacons are numbered from the first or seaward Beacon with the letter "G" added, as follows:—No. 0G being outside Beacon; No. 1G, near the reflecting Beacon; No. 2G, opposite the old boat channel. This light indicates the turning point from No. 2 (red) lead towards No. 3. All the others, that is, Nos. 3G to 9G, both inclusive, are placed opposite the corresponding numbers of the white light Beacons on the other side of the cutting.

All the single light Beacons are placed about 15 feet back from the cutting, and painted red to starboard and black to port. The lights are white to starboard and green to port from seaward.

The red light on the pile Beacon south of No. 3 being no longer required has been discontinued.

In consequence of the above alterations the sailing directions have been amended to read as follows:—

*Sailing directions.*

*By Night.*—In approaching the Anchorage, vessels of deep draught should not bring the white light on the old structure to bear north of N.E. by E. in order to avoid the four-fathom patch, which bears N.W. half N. from the light on Wonga Shoal; then get No. 1 lead (which consists of two red lights vertical 10 feet apart, and two white lights vertical 11 feet 9 inches apart) in line; keep these in line passing between the occulting light on the red buoy and the outer green light on the north bank, also between the other green lights on the north bank and the white lights on the revetment mound.

Steer on the same line until the two red lights of No. 2 lead are coming on; then steer with them in line until abreast of No. 2G Beacon; then direct the course to pass between No. 3 and No. 3C Beacons; and so on from Beacon to Beacon round the point until No. 9 is reached. From a safe distance off No. 9 the lights of No. 10 lead will be seen; keep them in line until the red light is about a quarter of a point open to the right of the white light of No. 11 lead; then gradually alter the course to bring the lights of No. 11 lead in line; keep them in line (a sharp look-out being kept for the mooring buoys on the starboard hand) until the lights of No. 12 lead are seen coming into line; proceed as before by altering the course before the lights are on with each other. The same applies in the change from No. 12 to No. 13 lead. When the lights on the wharves are seen opening out off Luff Point, alter the course so as to round the point at a safe distance, and then up the centre of the channel, looking out for the mooring buoys on the starboard hand.

In going outwards the directions are just the opposite to those given for coming inwards; but in such case, in changing from one lead to another, the course should be gradually altered when abreast of the low (red) Beacon of each lead, except No. 2 lead. In this case, when abreast of No. 3 Beacon, gradually alter the course to a safe distance off No. 2G until the two red lights of No. 2 lead are in line, then proceed outwards with No. 2 lead in line.



*By Day.*—The directions by day are the same as by night, merely substituting the Beacons for the Lights.

*This affects Admiralty Charts 2359 A and B, 1750 and 1752.*

During the progress of the work at the Light's Passage Harbour Works, masters of vessels exempt from pilotage may, if they so desire, avail themselves of the services of a pilot to assist them in passing such works, either in or out, at one-half the usual rates.

If the usual exemption flag is not hoisted it will be taken as a signal that a pilot is required. At night if a pilot is required the usual signal for a pilot should be shown.

*N.B.*—Owing to the nature of the work in progress, this notice may require to be amended from time to time, and therefore should be treated as tentative only.

### AUSTRALIA, SOUTH COAST—SPENCER GULF.

*Corn Point light—Alteration in character.*

*No. 413 (third publication).*—The President, Marine Board, Port Adelaide, has given notice (No. 19 of 1906) that it is intended, on or about the 1st January 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Arc, i.e., between the bearings of N.E.  $\frac{1}{2}$  E and N.E. by N.  $\frac{1}{2}$  N., where it is shut in by the first point to the Southward of the Light-house.

The Red Sector will be visible for 14 miles, the full range of the Light.

*This affects Admiralty Chart No. 2359 A.*

*Note.*—This cancels Notice to Mariners No. 379, dated 6th October 1906, issued by this office.

### CHINA—YANG TSE KIANG.

*Harvey point channel—Buoys removed. Acton shoal—Colour of S.E. Spit buoy altered.*

*No. 414 (third publication).*—The British Admiralty has given notice (No. 1091 of 1906) that, owing to the disuse of Harvey point channel, Yang tse kiang, the buoys marking it, viz, Cone Tree buoy, N.E. Acton buoy, the Fairway buoy, and Mason Bank buoy, have been withdrawn.

A red spar buoy has been placed in the position formerly occupied by Mason Bank buoy for the guidance of native craft.

The S.E. Spit light-buoy, formerly painted in red and black vertical stripes, has been painted red.

Approximate position, S.E. Spit buoy, lat.  $31^{\circ} 35\frac{1}{2}'$  N., long.  $121^{\circ} 18\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Chart:—Shanghai to Nanking, No. 2809. Also China Sea Directory, vol. III, 1904, page 431.*

### CHINA—YANG TSE KIANG ENTRANCE.

*South channel—Buoys established.*

*No. 415 (third publication).*—The British Admiralty has given notice (No. 1095 of 1906) that a good channel having been formed through the banks of the South channel, Yang tse kiang entrance, northward of Tungsha light-vessel and Middle ground, this channel would, on or about the 5th August 1906, be buoyed provisionally as follows:—

(a) Tungsha bank buoy, red conical, surmounted by staff and black ball, moored in a depth of 25 feet at low water to the south-eastward of the Tungsha banks, at a distance of 8 miles, S.  $77^{\circ}$  E., from Tungsha light-vessel.

(b) Tungsha buoy, red conical, surmounted by staff and black triangle, moored in a depth of 18 feet, to mark the southern edge of the Tungsha banks, at a distance of  $2\frac{1}{2}$  miles, N.  $17^{\circ}$  E., from Tungsha light-vessel.

Approximate position, Tungsha light-vessel, lat.  $31^{\circ} 8\frac{1}{2}'$  N., long.  $122^{\circ} 0'$  E.

(c) House island buoy, red spherical, moored in a depth of 17 feet, to mark the edge of the bank extending south-eastward from House island, at a distance of 4 miles, S.  $48^{\circ}$  E., from House island beacon

(d) House island crossing buoy, conical, painted in red and black vertical stripes, surmounted by staff and black diamond, moored in a depth of 17 feet, to mark the crossing on to the Kiutoan flats, at a distance of  $1\frac{1}{10}$  miles. S.  $47^{\circ}$  W., from House island beacon.

(e) Kiutoan flats buoy, black conical, moored in a depth of 17 feet, to mark the northern edge of the Middle ground, at a distance of  $2\frac{1}{10}$  miles, S.  $86^{\circ}$  W., from House island beacon.

Approximate position, House island beacon, lat.  $81^{\circ} 16\frac{1}{2}'$  N., long.  $121^{\circ} 51\frac{1}{2}'$  E.

(Variation  $2^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Kue shan islands to the Yang tee kiang, No. 1199; approaches to the Yang tee kiang, No. 1602; Also China Sea Directory, vol. III, 1904, pages 406–408.

#### EASTERN ARCHIPELAGO—CELEBES—GULF OF BONI.

Cape Tabako—Reef to the north-westward.

No. 416 (third publication).—The British Admiralty has given notice No. 1101 of 1906 that a reef, about 50 yards in extent, with a depth of 10 feet over it at low water, exists to the north-westward of cape Tabako, gulf of Boni.

Approximate position, lat.  $8^{\circ} 12\frac{1}{2}'$  S., long.  $120^{\circ} 47\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion No. 941b; Eastern Archipelago, eastern portion, No. 942a; Also Eastern Archipelago, Part II, 1904, page 354.

#### EASTERN ARCHIPELAGO—BALI ISLAND—BALI STRAIT.

Lichin Point—Light buoy established.

No. 417 (third publication).—With reference to Notice to Mariners No. 251, dated 26th June 1906, issued by this office, the British Admiralty has given further notice No. 1105 of 1906 that a light buoy, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds, and visible in clear weather from a distance of 6 miles, has been moored off Lichin Point, Bali, strait.

Approximate position, lat.  $8^{\circ} 7\frac{1}{2}'$  S., long.  $114^{\circ} 25\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Java island, No. 1654; plan of Bali strait on No. 934. Also Eastern Archipelago, Part II, 1904, page 147.

#### EASTERN ARCHIPELAGO—SUMATRA, NORTH-EAST COAST—ARU BAY.

Babalan channel—Tide-gauge established.

No. 418 (third publication).—The British Admiralty has given Notice No. 1106 of 1906 that a tide-gauge, surmounted by a red ball, has been erected in Babalan channel, Aru bay, between the black light-buoy at the entrance to the Babalan river, and the white conical buoy northward of it.

Approximate position, black light-buoy, lat.  $4^{\circ} 6'$  N., long.  $98^{\circ} 19'$  E.

This Notice affects the following Admiralty Chart—Aru bay, No. 3586; Also China Sea Directory, vol. I, 1896, page 78; and Supplement, 1899, page 7.

#### JAPAN (NIPON)—YOKOHAMA BAY.

Mandarin bluff—Light-buoy to the north-east withdrawn.

No. 419 (third publication).—The British Admiralty has given Notice (No. 1107 of 1906) that the red conical buoy, exhibiting a white fixed light, shown on the chart at a distance of  $9\frac{1}{2}$  cables, N.  $50^{\circ}$  E., from Mandarin bluff, Yokohama bay, has been permanently withdrawn.

Approximate position, lat.  $35^{\circ} 26\frac{1}{2}'$  N., long.  $139^{\circ} 40\frac{1}{2}'$  E.

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Tokyo, No. 2657; Yokohama to Uraga, No. 3548; Yokohama bay, No. 3109.

## CHINA, NORTH—MANCHURIA—PECHILI STRAIT—KWANG TUNG PENINSULA.

*Port Arthur - Mines removed in approach.*

No. 420 (third publication).—With reference to Notice to Mariners No. 131, dated 12th April 1906, issued by this office, the British Admiralty has given further notice (No. 1112 of 1906) that the mines in the western approach to Port Arthur have been cleared away.

Vessels, however, must still exercise due caution, as solitary mines may yet exist on this area, though it is believed that the sweeping operations carried out have been effective.

The cautionary note respecting mines will, for the present, be retained on the charts until it is known that the whole coast in this locality is free from these dangers.

Approximate position, Port Arthur, lat.  $38^{\circ} 47' N.$ , long.  $121^{\circ} 16' E.$

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Gulf of Pechili and Liau tung, No. 1256; Kwang tung peninsula, No. 1798: Also China Sea Directory, vol. III, 1904, pages 592, 594.

The 29th October 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, NOVEMBER 21, 1906.

NOTICES TO MARINERS.

THE following Notices are published for general information.

CALCUTTA, the 17th November 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

JAPAN—HONSHU (NIPON), NORTH-WEST COAST.

*Caution—Floating mines.*

No. 436 (first publication).—The British Admiralty has given notice (No. 1168 of 1906) that floating mines are still occasionally seen near the north-west coast of Honshu (Nipon), between the Oki islands and Tsugaru strait; vessels are therefore recommended not to navigate along this coast at night. The Japan sea, also, cannot yet be considered entirely free from danger from these mines.

A cautionary note to the above effect has been placed on the chart.

This notice affects the following Admiralty Chart:—Nipon, Kiusiu, and Shikoku, No. 2347: Also Sailing Directions for Japan, &c., 1904, pages 636—682.

NEW ZEALAND—NORTH ISLAND—PORT NICHOLSON.

*Lambton harbour—Lights established on wharf.*

No. 437 (first publication).—The British Admiralty has given notice (No. 1175 of 1906) that two green fixed lights, placed vertically 8 feet apart, the upper light being elevated 37 feet above high water, have been established near the outer end of Taranaki Street wharf.

These lights are visible from all points of approach for a distance of 3 miles in clear weather.

Approximate position, lat.  $41^{\circ} 17\frac{1}{2}'$  S., long.  $174^{\circ} 46\frac{1}{2}'$  E.

This notice affects the following Admiralty Charts:—Port Nicholson, No. 1423; Lambton harbour, &c., No. 803; Also List of Lights, part VI, 1906, page 273; and New Zealand Pilot, 1901, page 172.

## AUSTRALIA—NEW SOUTH WALES.

*Newcastle harbour—Additional beacon light and landing mark established.*

No. 438 (first publication).—The British Admiralty has given notice (No. 1180 of 1906) that, on and after 1st September 1906, a *green fixed light*, elevated 80 feet above high water, would be exhibited from a pile-beacon recently erected on the northern side of the entrance to Newcastle harbour, at a distance of 300 yards, S. 58° W., from the existing red pile-beacon with *green fixed light*.

Approximate position, lat. 32° 55½' S., long. 151° 47½' E.

Vessels entering the harbour should keep the above *green fixed lights* in line, bearing S. 58° W., which will lead in least depth of 22 feet at low-water springs, until the lights on the fairway leading towers *fixed white and fixed red* come into line, bearing S. 42° W.

(Variation 10° Easterly in 1906)

This notice affects the following Admiralty Charts:—Port Jackson to port Stephens, No. 1021; Newcastle harbour, No. 2119; *Ats. List of Lights*, part VI, 1906, page 231; and *Australian Directory*, vol. II, 1898, page 81.

## CHINA SEA—SINGAPORE STRAIT.

*Raffles light.—Limits of obscured sector uncertain.*

No. 439 (first publication).—With reference to notice to Mariners No. 867, dated 29th September 1906, issued by this office, the British Admiralty has given further notice (No. 1112 of 1906) that the limits of the sector within which Raffles light is obscured are at present uncertain.

Further notice will be given.

Approximate position, lat. 1° 10' N., long. 103° 44½' E.

This notice affects the following Admiralty Charts:—Singapore strait, Nos. 2403, 2404; *Also List of Lights*, part VI, 1906, No. 43; and *China Sea Directory*, vol. I, 1896, page 201.

## CHINA SEA—GULF OF SIAM—CHENTABUN RIVER.

*Lemring—Light established.*

No. 440 (first publication).—The British Admiralty has given notice (No. 1183 of 1906) that, on the 1st September 1906, a *white occulting light every thirty seconds thus:—light, twenty-five seconds; eclipse, five seconds*, elevated about 280 feet above high water, and visible in clear weather from a distance of 12 miles, would be established on Lem ring, at the entrance to Chentabun river.

The exact position of this light is not stated.

Approximate position, lat. 12° 28' N., long. 102° 2½' E.

This Notice affects the following Admiralty Charts:—Gulf of Siam, No. 2414; *cape Liant to Koh kut with plan of Chentabun river*, No. 2721; *Also List of Lights*, part VI, 1906, page 113; and *China Sea Directory*, vol. II, 1906, page 391.

## AFRICA SOUTH COAST—CAPE COLO. Y—ALGOA BAY.

*Cape Recife light.—Description given.*

No. 441 (first publication).—With reference to Notice to Mariners No. 423, dated the 1st November 1906, issued by this Office, the British Admiralty has given further notice (No. 1197 of 1906) of the following description of the light on cape Recife, Algoa bay:—It is a *white fixed and flashing light every minute*, showing *red* between the bearings of S. 34° W. and S. 11° W., and *white* in other directions; the light-power of the fixed light being 9,000 candles, and of the flash 115,000 candles. The power of the light in the red sector is considerably reduced. Under certain atmospheric conditions the fixed light may become invisible, the flash only appearing.

Approximate position, lat. 34° 14½' S., long. 25° 42' E.

This Notice affects the following Admiralty Charts:—Indian ocean, No. 748a; *Hondeklip bay to port Natal*, No. 2095; *cape St. Francis to Waterloo bay*, No. 2085; *Algoa bay*, No. 642; *Also List of Lights*, part VI, 1906, No. 15; and *Africa Pilot* part, III, 1905, page 126.

CHINA SEA—PHILIPPINE ISLANDS—LUZON COAST—LAMON BAY APPROACH.

*Makulabo island—Shoal to the South-Westward.*

No. 442 (first publication).—The British Admiralty has given notice (No. 1199 of 1906) that a shoal of coral and rock of large extent exists south-westward of Makulabo island. A depth of 3 fathoms was found on it situated in a position from which the southern extremity of Makulabo island bears N. 65° E., distant 2½ miles, and the northern extreme of the same island N. 32° E.

There appeared to be less water on this shoal; an examination of it is in progress.

Approximate position, lat. 14° 24½' N., long. 122° 39' E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—The Philippine islands, No. 943; Philippine islands between St. Bernardino and Mindoro straits, No. 2577; Also, Eastern Archipelago, part I, 1902, page 374; and Supplement, 1906, page 30.

EASTERN ASCHIEPELAGO—SUMATRA WEST COAST—BENKULEN.

*Pul. Tikus light—Intended alteration.*

No. 443 (first publication).—The British Admiralty has given notice (No. 1201 of 1906) that it is intended to alter pulo Tikus light from white fixed to a *white flashing* light every five seconds, the flashes being of very short duration; it will be visible in clear weather from a distance of 16 miles, and exhibited from a white open iron framework support, 98 feet high, erected near the position of the present light.

The light will be of the 5th order.

Approximate position, lat. 3° 50½' S., long. 102° 11' E.

Further Notice will be given when received.

This Notice affects the following Admiralty Chart:—Sumatra with plan of Benkulen, No. 2761; Also, List of Lights, part VI, 1906, No. 462; and China Sea Directory, vol. I, 1896, page 312.

EASTERN ARCHIPELAGO—SUMATRA, EAST COAST—MALACCA STRAIT.

*Langsar bay—Light intended.*

No. 444 (first publication).—The British Admiralty has given Notice (No. 1202 of 1906) that it is intended to establish a *white flashing* light every three seconds on a white open iron framework support, 65 feet high, erected on Pasir Puti, Langsar bay, the duration of each flash being one second. The light will be of the 4th order.

Approximate position, lat. 4° 32½' N., long. 97° 59' E.

Further Notice will be given when received.

This Notice affects the following Admiralty Charts:—Acheh head to Tyinkoh bay, No. 2760; Diamond point to Pulo Berhal, No. 1253; and Langsar bay, No. 3574; Also, List of Lights, part VI, 1906, page 63; and China Sea Directory, vol. I, 1896, page 11.

NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Little Barrier island—Rock.*

No. 445 (first publication).—The British Admiralty has given Notice (No. 1203 of 1906) of the existence of a rock, awash at low-water springs off the north-west coast of Little Barrier island, situated in a position from which White cliffs (600 feet) bear S. 75° E., distant about 2 cables, and the northern point of Little Barrier island N. 55° E., distant 2 miles.



This rock is about 60 feet long in a north-easterly and south-westerly direction and 25 feet broad.

Approximate position, lat.  $86^{\circ} 10\frac{1}{2}'$  S., long.  $175^{\circ} 3\frac{1}{2}'$  E.

(Variation  $14^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Tutukaka harbour to Mayor island, No. 2543; Bream head to Tepaki point, No. 3566: Also, New Zealand Pilot, 1901, page 47; Supplement, 1906, page 4.

#### COMPASS—Variation of, on certain charts.

No. 446 (first publication).—The British Admiralty has given notice (No. 1205 of 1906) that observations obtained during recent years show that the secular change in the variation of the compass is in some cases greatly different from what was anticipated.

The results have been embodied in the variation chart for the Epoch 1907, and this chart should be consulted on all occasions before deciding on the variation to be allowed in shaping course, &c.

The compasses on the charts may be in some cases as much as  $2^{\circ}$  in error.

#### INDIA, WEST—BOMBAY COAST.

##### Caution—Wreck of a Pattimar off Vingorla.

No. 447 (first publication).—With reference to Notice to Mariners No. 428, dated the 1st November 1906, issued by this Office, the Bombay Government has given further notice (No. 119 of 1906) that the Master of S.S. *Loodiana* reports that he passed a wrecked Pattimar in lat.  $15^{\circ} 41'$  N., long.  $73^{\circ} 26'$  E., Vingorla Rock Light-house, bearing N.  $5^{\circ}$  E. (True), distant 12 miles. The vessel is lying on her side and is laden with logs of timber; she bears the following mark on her port quarter:—240.5 C.

The derelict is a great danger to navigation.

This Notice affects the following Admiralty Charts:—Kardachi to Vengorla, No. 826; Vengorla to Cape Comorin, No. 827; Gulf of Kutch to Viniadrag No. 2736; Viniadrag to Oochin, No. 2737; and Achra River to Cape Ramas, No. 740: Also, West Coast of Hindustan Pilot, 1898, page 168.

The 17th November 1906.

#### INDIA, WEST—BOMBAY COAST.

##### Rajpuri Point—Red buoy replaced in position.

No. 438 (second publication).—With reference to Notice to Mariners, No. 289, dated 26th June 1906, issued by this office, the Bombay Government has given further notice (No. 116 of 1906) that the red buoy on the north side of the 'Whale Reef,' off Rajpuri Point at the entrance of the Janjira Harbour that had been removed for the south-west monsoon was replaced on the 10th October 1906.

#### PACIFIC OCEAN, SOUTH—SOLOMON ISLANDS—FLORIDA ISLAND.

##### Sandfly passage—Pinnacle rock.

No. 433 (second publication).—The British Admiralty has given notice (No. 1142 of 1906) that a pinnacle rock, awash, exists nearly in the centre of North channel, Sandfly passage) in a position from which the northern of the two pinnacle rocks at present shown on the chart bears, approximately, S.  $78^{\circ}$  E. distant about three cables.

It is proposed to place a buoy on this rock.

Approximate position, lat.  $8^{\circ} 59'$  S., long.  $160^{\circ} 5'$  E.

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—Plan of Sandfly passage on No. 2873: Guadalcanar and Florida islands, No. 1469: Also Pacific Islands, vol. I, 1900, page 292.

CHINA SEA—PHILIPPINE ISLANDS—MINDORO ISLANDS.

*Port Galera—Colour of light altered.*

No. 434 (second publication).—The British Admiralty has given notice (No. 1155 of 1906) that the colour of port Galera light (*fixed*) has been altered from white to red and the power of the light has been increased, so that it is now visible in clear weather from a distance of 7 miles.

In other respects the light is unaltered.

Approximate position, lat.  $13^{\circ} 30\frac{1}{2}'$  N., long.  $120^{\circ} 57'$  E.

This Notice affects the following Admiralty Chart:—Port Galera, etc., on No. 949: Also List of Lights, Part VI, 1906, No. 660; and Eastern Archipelago, Part I, 1902, page 229; and Supplement, 1906, page 16.

BAY OF BENGAL—CHITTAGONG COAST.

*Kurnasuli river—Depth of water in the Channels.*

No. 435 (second publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 8th November 1906.

					Ft.	In.
<i>Track No. 1—Outer bar—</i>						
Diso on diamond	...	...	...	...	11	6
Marks open to the north	...	...	...	...	13	6
<i>Track No. 2—Inner bar—</i>						
Diso on diamond	...	...	...	...	11	0
Batten beacon on pillar	...	...	...	...	12	0
<i>Track No. 3—</i>						
Triangle on cross and ball	...	...	...	...	17	6
<i>Track No. 4—Guptakhally crossing—</i>						
Tripod on diamond	...	...	...	...	18	0

The 19th November 1906.

BAY OF BENGAL—ORISSA COAST.

*False Point anchorage—Outer Ridge buoy adrift.*

No. 421 (third publication).—A telegraphic communication has been received from the Port Officer, Cuttack and Balasore ports, stating that the Outer Ridge buoy, False Point anchorage, has broken adrift and will be replaced as soon as possible.

The 31st October 1906.

BAY OF BENGAL—BURMA COAST.

*Caution—Position of a derelict.*

No. 422 (third publication).—A telegraphic communication has been received from the Principal Port Officer, Burma, stating that the Master of the *Taroba* has reported having passed on the 28th October a derelict, with seas washing over her in lat.  $15^{\circ} 47\frac{1}{2}'$  N., long.  $93^{\circ} 57\frac{1}{2}'$  E, bearing N.  $65^{\circ}$  W. (true), distant  $13\frac{1}{2}$  miles from Alguada light-house. Mariners are hereby warned.

The 1st November 1906.

AFRICA, SOUTH COAST—CAPE COLONY.

*Algoa bay—Cape Recife light.*

No. 423 (third publication).—The British Admiralty has given notice (No. 1116 of 1906) that Notice to Mariners No. 926 of 1906, relating to cape Recife light, Algoa bay, is hereby cancelled.

Further Notice will given.

Approximate position, lat.  $34^{\circ} 1\frac{1}{2}'$  S., long.  $25^{\circ} 42'$  E.

This Notice affects the following Admiralty Charts:—Cape St. Francis to Waterloo bay, No. 2085; Algoa bay, No. 642: Also, List of Lights, part VI, 1906, No. 15; and Africa Pilot, part III, 1906, page 125.

Notes.—This cancels Notice to Mariners No. 358, dated 21st September 1906, issued by this office.

CHINA, EAST COAST—MIRS BAY.

*Grass island—Shoal spit to the eastward.*

No. 424 (third publication).—The British Admiralty has given notice (No. 1120 of 1906) that the 3-fathoms contour line off the east coast of Grass island, Mirs bay, to the south-westward of Kong chau (North Gau), extends in the form of a spit about 80 yards further to the north-eastward than is at present shown on the chart.

A rock, with a depth of 5 feet over it at low water, exists on the north-eastern extremity of this spit at a distance of  $1\frac{1}{2}$  cables from the coast of Grass island, from it the summit of Kong chau bears N.  $39^{\circ}$  E., distant  $3\frac{1}{2}$  cables, and Wintz hill N.  $75^{\circ}$  W. Within the 3-fathoms line the spit quickly shoals to a depth of only 9 feet over boulders.

The passage between Grass island and Kong chau should, therefore, no longer be used.

Approximate position, lat.  $22^{\circ} 29'$  N., long.  $114^{\circ} 22'$  E.

This Notice affects the following Admiralty Charts:—Mirs bay, Nos. 1964, 3474; Long harbour and approaches, No. 3386: Also, China Sea Directory, vol. III, 1904, page 130.

CHINA, EAST COAST—HONGKONG APPROACH.

*Fo tau mun pass—Rocks.*

No. 425 (third publication).—The British Admiralty has given notice (No. 1121 of 1906) that a patch of rocks, with a least depth of 2 fathoms over them at low water, exists on the northern side of the Fo tau mun pass, in a position from which the rock (30 feet high) off Fo tau point bears N.  $80^{\circ}$  E., distant  $1\frac{1}{8}$  cables, and the eastern point of Lamtung island S.  $11^{\circ}$  E.

There is a depth of 3 fathoms close southward of these rocks.

Approximate position, Fo tau point, lat.  $22^{\circ} 15\frac{3}{4}'$  N., long.  $114^{\circ} 18'$  E.

(Variation  $1^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Hongkong, with plan of Fo tau mun pass, No. 1466: Also, China Sea Directory, vol. III, 1904, page 66.

PERSIAN GULF—KUWEIT APPROACH.

*Ras al Arz—Shoal to the southward—Buoy established.*

No. 426 (third publication).—The British Admiralty has given notice (No. 1134 of 1906) that a shoal with a depth of 2 fathoms over it, and 7 fathoms around, composed of mud and coral, on which the S.S. Kola grounded, exists on the western side of the approach to Kuwait harbour, in a position from which Hill fort bears S.  $82^{\circ}$  W., distant  $3\frac{1}{2}$  miles, and the beacon on Ras al Arz N.  $3^{\circ}$  W.

A cask, painted red and surmounted by a red flag, has been moored on the shoal; but its existence must not be depended on.

Approximate position, lat.  $29^{\circ} 17\frac{1}{4}'$  N., long.  $49^{\circ} 7\frac{1}{4}'$  E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—Persian gulf, No. 2837b; Kuwait harbour, No. 22: Also Persian gulf Pilot, 1898, page 155; and Supplement, 1905, page 19.

EASTERN ARCHIPELAGO—SUMATRA, SOUTH COAST—LAMPONG BAY.

*Telok Betung light—Character altered.*

No. 427 (third publication).—With reference to Notice to Mariners No. 874, dated the 6th October 1906, issued by this office, the British Admiralty has given further notice (No. 1139 of 1906) that the character of Telok Betung light has been altered from red fixed to white flashing every three seconds, thus:—light, one second; eclipse, two seconds. The light, which is now visible 12 miles, is of the 6th order.

In other respects the light is unaltered.

Approximate position, lat.  $5^{\circ} 26\frac{1}{4}'$  S., long.  $105^{\circ} 16\frac{1}{4}'$  E.

This Notice affects the following Admiralty Charts:—Tyingkok bay to Sunda strait, No. 2761; Sunda strait and approaches, No. 2053; Telok Betung, No. 940: Also List of Lights, Part VI, 1906, No. 467; and China Sea Directory, vol. I, 1896, page 364.

## INDIA, WEST—BOMBAY COAST.

*Caution—Position of a capsized country craft off Mount Dilli.*

No. 428 (third publication).—The Bombay Government has given notice (No. 114 of 1906) that the Master of S. S. *Florican* reports that at 3-30 p.m. he passed in latitude  $11^{\circ} 55'$  N. and longitude  $75^{\circ} 0'E.$ , Mount Dilli bearing N.  $66^{\circ} E.$ , distant 16 miles, a two-masted country craft capsized with sails set and painted top side green and bottom white, number on side board 24050.

*Caution.*—This derelict is a great danger to navigators.

This Notice affects the following Admiralty Charts:—*Mulki to Mount Dilli*, No. 746; *Vizadrag to Cochin*, No. 2737; *Vengurra to Cape Comorin*, No. 827: Also *West Coast of Hindustan Pilot*, fourth edition, 1898, page 142.

## INDIA, WEST—BOMBAY COAST.

*Buoys between Ali'ag and Vengurla replaced.*

No. 429 (third publication) — With reference to Notice to Mariners No. 240, dated the 25th June 1906, issued by this office, the Bombay Government has given further notice (No. 112 of 1906) that the undermentioned buoys were replaced in position on the dates marked against each:—

Alibag Buoy	...	...	24th September 1906.
Ambulgad Reef Buoy, Jaitapur	...	...	24th " "
Málvan Harbour Buoys	...	...	19th " "
Chaldea Rock Buoy	...	...	24th " "
Málvan Outer Rock Buoy	...	...	21st " "
Johnstone Castle Rock Buoy	...	...	22nd " "
Vengurla Harbour Buoys	...	...	26th " "
Bhatkal Buoy	...	...	20th " "
Murdeswar Buoy	...	...	21st " "

## BAY OF BENGAL—SINGAPUR STRAIT.

*Cyrene shoal—Wigham buoy to be painted white.*

No. 430 (third publication).—The Acting Master Attendant, Straits Settlements, has given notice, dated 17th October 1906, that on and after the 1st December 1906 the superstructure of the Wigham buoy, moored off the Cyrene shoal, Singapur, will be painted white.

## BAY OF BENGAL—BURMA COAST.

*Caution—Position of a derelict reported.*

No. 431 (third publication).—A telegraphic communication has been received from the Principal Port Officer, Burma, stating that the Master of the S. S. *Rampuna* reports having passed a derelict on lat.  $16^{\circ} 16' N.$ , long.  $96^{\circ} 33' E.$  Mariners are hereby warned.

The 5th November 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, NOVEMBER 28, 1906.

**NOTICES TO MARINERS.**

The following Notices are published for general information.

CALCUTTA, the 24th November 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

**BAY OF BENGAL—CHITTAGONG COAST.**

*South Patches—Light vessel to be temporarily removed from her station.*

No. 448 (first publication).—With reference to Notice to Mariners No. 295, dated the 17th August last, issued by this office, the Port Officer, Chittagong, has given further notice that the South Patches light-vessel will be removed from her station on the 3rd January 1907, and replaced on the 5th March 1907. A red barrel buoy with staff will mark the position during her absence.

Approximate position, lat.  $21^{\circ} 29' N.$ , long.  $91^{\circ} 36' E.$

The 22nd November 1906

**AUSTRALIA—VICTORIA—HOBSON BAY.**

*Gellibrand point light-house—Fog signal established.*

No. 449 (first publication).—With reference to Notice to Mariners No. 289, dated 10th August 1906, issued by this office, the British Admiralty has given further Notice (No. 1210 of 1906) that a fog-horn and a fog rocket have been established at the pile light-house of Gellibrand point, Hobson bay. During thick or foggy weather the horn will be sounded and the rocket fired, alternately, every five minutes.

Approximate position, lat.  $37^{\circ} 52\frac{1}{2}' S.$ , long.  $144^{\circ} 55' E.$

This Notice affects the following Admiralty Charts :—Port Philip, No. 1171b; Hobson bay, No. 624; Also, List of Lights, part VI, 1906, No. 1380; Australia Directory, vol. I, 1897, page 459; and Supplement, 1900, page 17.

The 23rd November 1906.

## AUSTRALIA, SOUTH—SPENCER GULF.

*Corny point light—Intended red sector.*

No. 450 (*first publication*).—The British Admiralty has given Notice (No. 1211 of 1906), that it is intended, on 1st January 1907, to alter Corny point light, Spencer gulf, to show red over Webb rock between the bearings of N. 50° E. and N. 25° E. in place of the present obscured arc. The red light will be visible in clear weather from a distance of 14 miles.

Approximate position, lat. 34° 54' S., long 137° 1' E.

(Variation 4° Easterly in 1906.)

This Notice affects the following Admiralty Chart :—Gulf of St. Vincent, &c., No. 2389a ; Also, List of Lights, part VI, 1906, No. 1218 ; Australia Directory, vol. I, 1897, page 219 ; and Supplement, 1900, page 14.

## KOREA—EAST COAST.

*Goshkevitch bay—Rock.*

No. 451 (*first publication*).—The British Admiralty has given Notice (No. 1222 of 1906) of the existence of a rock, with a depth of 2 fathoms over it, in Goshkevitch bay, situated in a position from which the southern extremity of Red island bears N. 64° E., distant 8½ cables, and West point N. 75° W.

Approximate position, lat 42° 18½' N., long. 130° 32½' E.

This rock, named Gyokugan, is steep-to, having depths of 14 to 15 fathoms around it.

(Variation 7° Westerly in 1906.)

This Notice affects the following Admiralty Charts :—Tumen Ula to Strelak bay, No. 2432 ; Goshkevitch bay on chart No. 1186 : Also, Sailing Directions for Japan and Korea, 1904, page 155.

## CHINA, NORTH—MANCHURIA—LIAU TUNG GULF.

*Kwang tung peninsula, north coast—Mines removed.*

No. 452 (*first publication*).—With reference to Notice to Mariners No. 420, dated 20th October 1906, issued by this office, the British Admiralty has given further Notice (No. 1223 of 1906) that sweeping operations for mines over an area to the northward of a line joining cape Collinson and Iron island in a north-east direction to Kiu Chau bay were completed on August 26th last.

The cautionary note respecting mines has therefore been removed from the under-mentioned charts.

Approximate position, Iron island, lat. 38° 56½' N., long. 120° 59' E.

This Notice affects the following Admiralty Charts :—Gulf of Pechili and Liau tung, No. 1256 ; Kwang tung peninsula, No. 1798 ; Pechili strait, No. 1392 : Also, China Sea Directory, vol. III, 1904, pages 634, 635.

## PERSIAN GULF—MOUTHS OF THE EUPHRATES.

*Shatt-al-Arab—Regulations regarding speed of vessels.*

No. 453 (*first publication*).—The British Admiralty has given notice (No. 1226 of 1906) that, in consequence of the damage caused by vessels proceeding at a high rate of speed in the Shatt-al-Arab and the adjacent rivers and tributaries, the Turkish Government has notified, through the Vali of Basra, that the speed of all vessels after passing Fao must not exceed five knots. Legal proceedings for damages will be taken against Mariners who contravene this regulation.

Approximate position, Fao, lat. 29° 58½' N., long. 48° 29½' E.

This notice affects the following Admiralty Chart :—Shatt-al-Arab, No. 1235 ; Also Persian Gulf Pilot, 1898, page 249 ; and Supplement, 1905, page 28.



## EASTERN ARCHIPELAGO—MALACCA STRAIT.

*One Fathom Bank light—Alteration postponed.*

No. 454 (first publication).—With reference to Notice to Mariners No. 2, dated 8th January 1906, issued by this office, the British Admiralty has given further Notice (No. 1227 of 1906) that the alteration in the light exhibited from the One Fathom Bank light-house, Malacca strait, from revolving to a *white group flashing* light, showing groups of four flashes every fifteen seconds, will not be completed before the close of 1907.

Approximate position, lat.  $2^{\circ} 53' N.$ , long.  $101^{\circ} 0' E.$

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Malacca strait, Nos. 1315 and 794; cape Rachado to Singapore, No. 795; Also List of Lights, Part VI, 1906, No. 423; and China Sea Directory, vol. I, 1896, page 182.

## CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Ta lien hwan—Regulations relative to, cancelled.*

No. 455 (first publication).—With reference to Notice to Mariners No. 312, dated the 3rd September 1906, issued by this office, the British Admiralty has given further notice (No. 1228 of 1906) that the regulations respecting Ta lien hwan contained in the above-mentioned notice have been cancelled and are no longer in force. The pecked lines from San shan tau light-house, indicating the limits of the districts, have therefore been erased from the charts, and also the note that inside those pecked lines Japanese harbour regulations are to be followed.

Approximate position of San shan tau light, lat.  $38^{\circ} 51\frac{1}{2}' N.$ , long.  $121^{\circ} 50\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Kwantung peninsula, No. 1798; Also China Sea Directory, vol. III, 1904, page 586.

## JAPAN, NAIKAI (INLAND) SEA—SIMONOSEKI STRAIT.

*Moji ko—Wreck.*

No. 456 (first publication).—The British Admiralty has given notice (No. 1244 of 1906) that the wreck of the S.S. *Naka Maru* lies sunk, with masts and funnel above water, in Moji ko, in a position from which Moji machi harbour office flagstaff bears S.  $56^{\circ} E.$ , distant  $3\frac{1}{4}$  cables, and Kojo yama (Moji hill) N.  $52^{\circ} E.$

Approximate position, lat.  $33^{\circ} 57' N.$ , long.  $130^{\circ} 57\frac{1}{2}' E.$

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Simonoseki strait, No. 1578; Moji ko, No. 3114. Also Sailing Directions for Japan, 1904, page 503.

## BAY OF BENGAL—BURMA COAST.

*Krishna shoal light-vessel will shortly resume her station.*

No. 457 (first publication).—With reference to Notice to Mariners No. 408, dated 23rd October 1906, issued by this office, a further telegraphic communication has been received from the Principal Port Officer, Rangoon, stating that the Krishna shoal light-vessel will resume her station on or about the 29th November 1906, exhibiting original light. The temporary light-vessel will be withdrawn.

The 24th November 1906.

## BAY OF BENGAL—CHITTAGONG COAST.

*Kurnasuli river—Depth of water in the channels.*

No. 458 (first publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 22nd November 1906.

					Ft.	in.
Track No. 1.—Outer bar—						
Disc on diamond	...	...	...	...	11	0
Marks open to the north	...	...	...	...	14	0
Track No. 2.—Inner bar—						
Batten beacon on pillar	...	...	...	...	12	0
Track No. 3.—						
Triangle on cross and ball	...	...	...	...	16	6
Track No. 4.—Guptakhully crossing—						
Tripod on diamond	...	...	...	...	18	0

The 26th November 1906.

JAPAN—HONSHU (NIPON), NORTH-WEST COAST.

*Caution—Floating mines.*

No. 436 (second publication).—The British Admiralty has given notice (No. 1168 of 1906) that floating mines are still occasionally seen near the north-west coast of Honshu (Nipon), between the Oki islands and Tsugaru strait; vessels are therefore recommended not to navigate along this coast at night. The Japan sea, also, cannot yet be considered entirely free from danger from these mines.

A cautionary note to the above effect has been placed on the chart.

This notice affects the following Admiralty Chart:—*Nipon, Kiusiu, and Shikoku, No. 2347: Also Sailing Directions for Japan, &c., 1904, pages 656—682.*

NEW ZEALAND—NORTH ISLAND—PORT NICHOLSON.

*Lambton harbour—Lights established on wharf.*

No. 437 (second publication).—The British Admiralty has given notice (No. 1175 of 1906) that two green fixed lights, placed vertically 8 feet apart, the upper light being elevated 37 feet above high water, have been established near the outer end of Taranaki Street wharf.

These lights are visible from all points of approach for a distance of 3 miles in clear weather.

Approximate position, lat.  $41^{\circ} 17\frac{1}{2}'$  S, long.  $174^{\circ} 46\frac{1}{2}'$  E.

This notice affects the following Admiralty Charts:—*Port Nicholson, No. 1423; Lambton harbour, &c., No. 803: Also List of Lights, part VI, 1906 page 273; and New Zealand Pilot, 1901, page 172.*

AUSTRALIA—NEW SOUTH WALES.

*Newcastle harbour—Additional beacon light and leading mark established.*

No. 438 (second publication).—The British Admiralty has given notice (No. 1180 of 1906) that, on and after 1st September 1906, a green fixed light, elevated 30 feet above high water, would be exhibited from a pile-beacon recently erected on the northern side of the entrance to Newcastle harbour, at a distance of 300 yards, S.  $58^{\circ}$  W, from the existing red pile-beacon with green fixed light.

Approximate position, lat.  $32^{\circ} 55\frac{1}{2}'$  S, long.  $151^{\circ} 47\frac{1}{2}'$  E.

Vessels entering the harbour should keep the above green fixed lights in line, bearing S.  $58^{\circ}$  W., which will lead in least depth of 22 feet at low-water springs, until the lights on the fairway leading towers (fixed white and fixed red) come into line, bearing S.  $42^{\circ}$  W.

(Variation  $10^{\circ}$  Easterly in 1906)

This notice affects the following Admiralty Charts:—*Port Jackson to port Stephens, No. 1021; Newcastle harbour, No. 2119: Also List of Lights, part VI, 1906, page 231; and Australian Directory, vol. II, 1898, page 81.*

CHINA SEA—SINGAPORE STRAIT.

*Raffles light.—Limits of obscured sector uncertain.*

No. 439 (second publication).—With reference to notice to Mariners No. 367, dated 29th September 1906, issued by this office, the British Admiralty has given further notice (No. 1182 of 1906) that the limits of the sector within which Raffles light is obscured are at present uncertain.

Further notice will be given.

Approximate position, lat.  $1^{\circ} 10'$  N., long.  $103^{\circ} 44\frac{1}{2}'$  E.

This notice affects the following Admiralty Charts:—*Singapore strait, Nos. 2403, 2404: Also List of Lights, part VI, 1906, No. 437; and China Sea Directory, vol. I, 1896, page 201.*

CHINA SEA—GULF OF SIAM—CHENTABUN RIVER.

*Lensing.—Light established.*

No. 440 (second publication).—The British Admiralty has given notice (No. 1183 of 1906) that, on the 1st September 1906, a *white occulting light every thirty seconds thus:—light, twenty-five seconds; eclipse, five seconds*, elevated about 280 feet above high water, and visible in clear weather from a distance of 12 miles, would be established on Lem ring, at the entrance to Chentabun river.

The exact position of this light is not stated.

Approximate position, lat.  $12^{\circ} 28' N.$ , long.  $102^{\circ} 21' E.$

*This Notice affects the following Admiralty Charts:—Gulf of Siam, No. 2414; cape Liant to Koh kut with plan of Chentabun river, No. 2721; Also List of Lights, part VI, 1906, page 113; and China Sea Directory, vol. II, 1906, page 381.*

AFRICA SOUTH COAST—CAPE COLONY—ALGOA BAY.

*Cape Recife light.—Description given.*

No. 441 (second publication).—With reference to Notice to Mariners No. 423, dated the 1st November 1906, issued by this Office, the British Admiralty has given further notice (No. 1197 of 1906) of the following description of the light on cape Recife, Algoa bay:—It is a *white fixed and flashing light every minute*, showing *red* between the bearings of  $S. 39^{\circ} W.$  and  $S. 11^{\circ} W.$ , and *white* in other directions; the light-power of the fixed light being 9,000 candles, and of the flash 115,000 candles. The power of the light in the red sector is considerably reduced. Under certain atmospheric conditions the fixed light may become invisible, the flash only appearing.

Approximate position, lat.  $34^{\circ} 14' S.$ , long.  $25^{\circ} 42' E.$

*This Notice affects the following Admiralty Charts:—Indian ocean, No. 748a; Hondeklip bay to port Natal, No. 2095; cape St. Francis to Waterloo bay, No. 2085; Algoa bay, No. 642; Also, List of Lights, part VI, 1906, No. 15; and Africa Pilot part, III, 1905, page 125.*

CHINA SEA—PHILIPPINE ISLANDS—LUZON EAST COAST—LANON BAY APPROACH.

*Makulabo island.—Shoal to the South-Westward.*

No. 442 (second publication).—The British Admiralty has given notice (No. 1199 of 1906) that a shoal of coral and rock of large extent exists south-westward of Makulabo island. A depth of 3 fathoms was found on it situated in a position from which the southern extremity of Makulabo island bears  $N. 65^{\circ} E.$ , distant  $2\frac{1}{2}$  miles, and the northern extreme of the same island  $N. 32^{\circ} E.$

There appeared to be less water on this shoal; an examination of it is in progress.

Approximate position, lat.  $14^{\circ} 24' N.$ , long.  $122^{\circ} 39' E.$

(Variation Nil in 1906.)

*This Notice affects the following Admiralty Charts:—The Philippine islands, No. 943; Philippine islands between St. Bernardino and Mindoro straits, No. 2577; Also, Eastern Archipelago, part I, 1902, page 374; and Supplement, 1906, page 30.*

EASTERN ASCHIELAGO—SUMATRA WEST COAST—BENKULEN.

*Pulo Tikus light.—Intended alteration.*

No. 443 (second publication).—The British Admiralty has given notice (No. 1201 of 1906) that it is intended to alter pulo Tikus light from *white fixed* to a *white flashing light every five seconds*, the flashes being of very short duration; it will be visible in clear weather from a

distance of 16 miles, and exhibited from a white open iron framework support, 98 feet high, erected near the position of the present light.

The light will be of the 5th order.

Approximate position, lat.  $3^{\circ} 50\frac{1}{2}'$  S., long.  $102^{\circ} 11'$  E.

Further Notice will be given when received.

*This Notice affects the following Admiralty Chart:—Sumatra with plan of Bankulen, No. 2761; Also, List of Lights, part VI, 1906, No. 463; and China Sea Directory, vol. I, 1896, page 312.*

#### EASTERN ARCHIPELAGO—SUMATRA, EAST COAST—MALACCA STRAIT.

##### Langsar bay—Light intended.

*No. 444 (second publication).—The British Admiralty has given Notice (No. 1202 of 1906) that it is intended to establish a white flashing light every three seconds on a white open iron framework support, 65 feet high, erected on Pasir Puti, Langsar bay, the duration of each flash being one second. The light will be of the 4th order.*

Approximate position, lat.  $4^{\circ} 32\frac{1}{2}'$  N., long.  $97^{\circ} 59'$  E.

Further Notice will be given when received.

*This Notice affects the following Admiralty Charts:—Acheh head to Tyinkok bay, No. 2760; Diamond point to Pulo Berhal, No. 1353; and Langsar bay, No. 3574; Also, List of Lights, part VI, 1906, page 63; and China Sea Directory, vol. I, 1896, page 71.*

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### Little Barrier island—Rock.

*No. 445 (second publication).—The British Admiralty has given Notice (No. 1203 of 1906) of the existence of a rock, awash at low-water springs off the north-west coast of Little Barrier island, situated in a position from which White cliffs (600 feet) bear S.  $75^{\circ}$  E., distant about 2 cables, and the northern point of Little Barrier island N.  $55^{\circ}$  E., distant 2 miles.*

This rock is about 60 feet long in a north-easterly and south-westerly direction and 5 feet broad.

Approximate position, lat.  $36^{\circ} 10\frac{1}{2}'$  S., long.  $175^{\circ} 3\frac{1}{2}'$  E.

(Variation  $14^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Tutukaka harbour to Mayor island, No. 2543; Bream head to Tepaki point, No. 3565; Also, New Zealand Pilot, 1901, page 47; Supplement, 1906, page 4.*

#### COMPASS—Variation of, on certain charts.

*No. 446 (second publication).—The British Admiralty has given notice (No. 1205 of 1906) that observations obtained during recent years show that the secular change in the variation of the compass is in some cases greatly different from what was anticipated.*

The results have been embodied in the variation chart for the Epoch 1907, and this chart should be consulted on all occasions before deciding on the variation to be allowed in shaping course, &c.

The compasses on the charts may be in some cases as much as  $2^{\circ}$  in error.

INDIA, WEST—BOMBAY COAST.

*Caution—Wreck of a Pattimar off Vingoria.*

No. 447 (second publication).—With reference to Notice to Mariners No. 428, (dated the 1st November 1906, issued by this Office, the Bombay Government has given further notice (No. 119 of 1906) that the Master of S.S. *Loodiana* reports that he passed a wrecked Pattimar in lat.  $15^{\circ} 41' N.$ , long.  $73^{\circ} 26' E.$ , Vingoria Rock Light-house, bearing N.  $5^{\circ} E.$  (True), distant 12 miles. The vessel is lying on her side and is laden with logs of timber; she bears the following mark on her port quarter :—240·5· C.

The derelict is a great danger to navigation.

This Notice affects the following Admiralty Charts :—*Karachi to Vengoria*, No. 826; *Vengoria to Cape Comorin*, No. 827; *Gulf of Kutch to Viziadrag* No. 2736; *Viziadrag to Cochin*, No. 2737; and *Achra River to Cape Ramas*, No. 740: Also, *West Coast of Hindustan Pilot*, 1898, page 168.

The 17th November 1906.

INDIA, WEST—BOMBAY COAST.

*Rajpuri Point—Red buoy replaced in position.*

No. 452 (third publication).—With reference to Notice to Mariners, No. 239, dated 26th June 1906, issued by this office, the Bombay Government has given further notice (No. 116 of 1906) that the red buoy on the north side of the 'Whale Reef,' off Rajpuri Point at the entrance of the Janjira Harbour that had been removed for the south-west monsoon was replaced on the 10th October 1906.

PACIFIC OCEAN, SOUTH—SOLOMON ISLANDS—FLORIDA ISLAND.

*Sandfly passage—Pinnacle rock.*

No. 433 (third publication).—The British Admiralty has given notice (No. 1142 of 1906) that a pinnacle rock, awash, exists nearly in the centre of North channel, Sandfly passage) in a position from which the northern of the two pinnacle rocks at present shown on the chart bears, approximately, S.  $78^{\circ} E.$  distant about three cables.

It is proposed to place a buoy on this rock.

Approximate position, lat.  $8^{\circ} 59' S.$ , long.  $160^{\circ} 5' E.$

(Variation  $8^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts :—*Plan of Sandfly passage* on No. 2873: *Guadacanan and Florida islands*, No. 1469: Also *Pacific Islands*, vol. I, 1900, page 292.

CHINA SEA—PHILIPPINE ISLANDS—MINDORO ISLANDS.

*Port Galera—Colour of light altered.*

No. 434 (third publication).—The British Admiralty has given notice (No. 1155 of 1906) that the colour of port Galera light (fixed) has been altered from white to red and the power of the light has been increased, so that it is now visible in clear weather from a distance of 7 miles.

In other respects the light is unaltered.

Approximate position, lat.  $13^{\circ} 30\frac{1}{2}' N.$ , long.  $120^{\circ} 57' E.$

This Notice affects the following Admiralty Chart :—*Port Galera, etc.*, on No. 249: Also *List of Lights*, Part VI, 1906, No. 660; and *Eastern Archipelago*, Part I, 1902, page 229; and *Supplement*, 1906, page 16.

BAY OF BENGAL—CHITTAGONG COAST.

*Kurnafuli river—Depth of water in the Channels.*

No. 436 (third publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 8th November 1906.

				Ft.	In.
<i>Track No. 1—Outer bar—</i>					
Disc on diamond	...	...	...	11	6
Marks open to the north	...	...	...	13	6
<i>Track No. 2—Inner bar—</i>					
Disc on diamond	...	...	...	11	0
Batten beacon on pillar	...	...	...	12	0
<i>Track No. 3—</i>					
Triangle on cross and ball	...	...	...	17	6
<i>Track No. 4—Guptakhally crossing—</i>					
Tripod on diamond	...	...	...	18	0

The 18th November 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.





APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, DECEMBER 5, 1906.

NOTICES TO MARINERS.

THE following Notices are published for general information.

CALCUTTA, the 30th November 1906.

W. A. INGLIS,  
*Secy. to the Govt. of Bengal.*

INDIA, WEST—BOMBAY COAST.

*Bankot buoys relaid.*

No. 459 (*first publication*).—With reference to Notice to Mariners No. 269, dated the 3rd August last, issued by this office, the Bombay Government has given further notice (No. 121 of 1906) that the Bankot buoys have been relaid on the 5th November 1906.

ARABIA, NORTH-EAST—PERSIAN GULF.

*Shoal outside Koweit Harbour.*

No. 460 (*first publication*).—With reference to Notice to Mariners No. 361, dated 21st September 1906, issued by this office, the following further notice issued by the Bombay Government (No. 122 of 1906) is republished:—

On examination of the soundings to the southward of Ras al Arz two shoal patches are situated as follows—

‘Kola’ Patch with a least depth of 7 feet rocky bottom bearing from Ras al Arz Beacon S.  $3^{\circ}$  E., distant 3.6 miles, and from N. E. corner of Sirra Hill Fort N.  $82\frac{3}{4}^{\circ}$  E., distant 3.5 miles.

Another Patch with a least depth of 2 fathoms hard sandy bottom bearing from Ras al Arz Beacon S.  $0\frac{3}{4}^{\circ}$  W., distant 2.0 miles, and from N. E. corner of Sirra Hill Fort N.  $57\frac{3}{4}^{\circ}$  E., distant 3.8 miles.

The bearings are true.

These shoals are close to the coast, and the neighbourhood should be avoided. No buoy was seen on the Kola Patch as reported.

This Notice affects the following Admiralty Charts:—Persian Gulf, Western Sheet, No. 2837 B., Koweit Harbour, No. 22; and Persian Gulf Pilot, 4th edition, pages 156 and 160.

## CEYLON—TRINCOMALI HARBOUR.

*Back bay—Shoal.*

No. 461 (*first publication*).—The British Admiralty has given notice (No. 1249 of 1906) of the existence of a rock with a depth of  $3\frac{1}{2}$  fathoms over it in Back bay, Trincomali approach, situated in a position from which Elizabeth point bears S.  $55^{\circ}$  W., distant  $1\frac{1}{2}$  miles, and Flagstaff point S.  $1^{\circ}$  E. This danger, named Flat rock, about 30 feet in diameter, has a depth of 5 fathoms close around, outside which the water deepens suddenly to 10 fathoms.

Approximate position, lat.  $8^{\circ} 38\frac{1}{2}'$  N., long.  $81^{\circ} 14\frac{1}{2}'$  E.

(*Variation Nil in 1906.*)

This Notice affects the following Admiralty Charts:—Ceylon, No. 2031; Trincomali, No. 815: Also Bay of Bengal Pilot, 1901, page 117.

## CHINA SEA—NATUNA ISLANDS.

*Midai (Low) island and Elphinstone rock—Dangers between.*

No. 462 (*first publication*).—The British Admiralty has given notice (No. 1250 of 1906) that a line of dangers, more or less connected together, extends for a distance of about 11 miles to the northward of Low island, which is now known as Midai island. The eastern limit of these dangers is fairly well defined by a line joining the east point of Midai island to Elphinstone or Postillon rocks.

The 3-fathom shoal given in the above notice is detached from this line of dangers.

Approximate position, north point of Midai island, lat.  $3^{\circ} 1'$  N., long.  $107^{\circ} 48'$  E.

This Notice affects the following Admiralty Charts:—China sea, No. 2660a; Natuna islands, No. 1348: Also China Sea Directory, vol. II, 1906, page 92.

## EASTERN ARCHIPELAGO—LOMBOK STRAIT.

*Ampenan light—Character altered.*

No. 463 (*first publication*).—With reference to Notice to Mariners No. 385, dated 12th October 1906, issued by this office, the British Admiralty has given further notice (No. 1255 of 1906) that the character of Ampenan light has been altered from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds; the new light being of the 4th order.

Approximate position, lat.  $8^{\circ} 34\frac{1}{2}'$  S., long.  $116^{\circ} 4'$  E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; island of Java, No. 1654; Ampenan road on chart No. 895: Also List of Lights, part VI, 1906, No. 512; and Eastern Archipelago, part II, 1904, page 201.

The 30th November 1906.

## INDIAN OCEAN.

*Seychelles—Mauritius—And Chagos Archipelago—Standard time adopted.*

No. 464 (*first publication*).—The British Admiralty has given notice (No. 1264 of 1906) that on 1st January 1907, the standard time of the 67th meridian of East longitude, or 4 hrs. fast on Greenwich Mean time, will be adopted in the Seychelles and Mauritius, and that of 75th meridian of East longitude, or 5 hrs. fast on Greenwich Mean Time, in the Chagos Archipelago.

The time-ball at port Louis, Mauritius, will in consequence be dropped at  $1^h 0^m 0^s$  p.m. Standard Time or  $0^h 50^m 12.4^s$  p.m. Local Mean Time, corresponding to  $21^h 0^m 0^s$  Greenwich Mean Time, instead of  $1^h 0^m 0^s$  Local Mean Time as at present.

Approximate position, port Louis signal station, lat.  $20^{\circ} 10' 5''$  S., long.  $57^{\circ} 29' 0''$  E.

This Notice affects the following Admiralty Chart:—Port Louis, No. 713: Also List of Time Signals, 1904, No. 43; and Islands in the Southern Indian Ocean, 1904, pages 24, 309, 363, 343.

AUSTRALIA, SOUTH—SPENCER GULF.

*Tipara light-house—A Gong to be sounded during the prevalence of Fog or Mist.*

No. 465 (*first publication*).—The President of the Marine Board, Port Adelaide, has given notice (No. 21 of 1906) that during the prevalence of Fog or Mist a Gong will be sounded at the above-mentioned light-house for a period of thirty seconds in duration and at intervals of five minutes.

The sound will be audible in ordinary weather for a distance of three miles.

*This affects Admiralty Chart No. 2589B.*

AUSTRALIA, SOUTH—GULF OF ST. VINCENT.

*Port Adelaide, outer harbour—Black buoy removed—No. 1G Beacon light temporarily exhibited.*

No. 466 (*first publication*).—The President, Marine Board, Port Adelaide, has given notice (No. 22 of 1906) informing Masters of Vessels, Pilots and others that, owing to the progress of deepening operations at the North Bank, Port Adelaide River, the Black Buoy thereon has been removed and its position is now occupied by the dredger.

No. 1G Beacon Light will be temporarily exhibited from the Reflecting Beacon until it can be shown from the position it is to occupy permanently, as to which a further notice will be issued.

*This affects Admiralty Charts 2389A and B, 1750, and 1752.*

*The 30th November 1906.*

AUSTRALIA—SANDY STRAIT.

*Woody island—Alteration in marks.*

No. 467 (*first publication*).—The Port Master, Brisbane, has given notice (No. 6 of 1906) that, on and after the 7th proximo, the red buoy on the Long Middle Bank off Woody Island will be shifted two (2) cables' length to the northward, and the red sector of Woody Island lower light altered to cut outside the buoy on a bearing of S. 46° W. The course from the Nun buoy will now be E.  $\frac{1}{2}$  S. instead of E.  $\frac{1}{2}$  S., as shown on Admiralty Chart.

*Chart affected—No. 3110; Australia Directory, vol. 2.*

*The 3rd December 1906.*

BAY OF BENGAL—CHITTAGONG COAST.

*South Patches—Light vessel to be temporarily removed from her station.*

No. 448 (*second publication*).—With reference to Notice to Mariners No. 295, dated the 17th August last, issued by this office, the Port Officer, Chittagong, has given further notice that the South Patches light-vessel will be removed from her station on the 3rd January 1907, and replaced on the 5th March 1907. A red barrel buoy with staff will mark the position during her absence.

Approximate position, lat. 21° 29' N., long. 91° 36' E.

*The 22nd November 1906.*

AUSTRALIA—VICTORIA—HOBSON BAY.

*Gellibrand point light-house—Fog signal established.*

No. 449 (*second publication*).—With reference to Notice to Mariners No. 289, dated 10th August 1906, issued by this office, the British Admiralty has given further Notice (No. 1210 of 1906) that a fog-horn and a fog rocket have been established at the pile light-house of Gellibrand point, Hobson bay. During thick or foggy weather the horn will be sounded and the rocket fired, alternately, every five minutes.

Approximate position, lat. 37° 52' S., long. 144° 55' E.

*This Notice affects the following Admiralty Charts:—Port Philip, No. 1171b; Hobson bay, No. 624; Also, List of Lights, part VI, 1906, No. 1320; Australia Directory, vol. I, 1897, page 459; and Supplement, 1900, page 17.*

*The 23rd November 1906.*

## AUSTRALIA, SOUTH—SPENCER GULF.

*Corny point light—Intended red sector.*

No. 450 (second publication).—The British Admiralty has given Notice (No. 1211 of 1906), that it is intended, on 1st January 1907, to alter Corny point light, Spencer gulf, to show red over Webb rock between the bearings of N. 50° E. and N. 25° E. in place of the present obscured arc. The red light will be visible in clear weather from a distance of 14 miles.

Approximate position, lat. 34° 54' S., long 137° 1' E.

(Variation 4° Easterly in 1906.)

This Notice affects the following Admiralty Chart:—Gulf of St. Vincent, &c., No. 2389a; Also, List of Lights, part VI, 1906, No. 1218; Australia Directory, vol. I, 1897, page 219; and Supplement, 1900, page 14.

## KOREA—EAST COAST.

*Goshkevitch bay—Rock.*

No. 451 (second publication).—The British Admiralty has given Notice (No. 1222 of 1906) of the existence of a rock, with a depth of 2 fathoms over it, in Goshkevitch bay, situated in a position from which the southern extremity of Red island bears N. 64° E., distant 8½ cables, and West point N. 75° W.

Approximate position, lat 42° 18½' N., long. 130° 32½' E.

This rock, named Gyokugan, is steep-to, having depths of 14 to 15 fathoms around it.

(Variation 7° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Tumen Ula to Strelak bay, No. 2432; Goshkevitch bay on chart No. 1186; Also, Sailing Directions for Japan and Korea, 1904, page 155.

## CHINA, NORTH—MANCHURIA—LIAU TUNG GULF.

*Kwang tung peninsula, north coast—Mines removed.*

No. 452 (second publication).—With reference to Notice to Mariners No. 420, dated 20th October 1906, issued by this office, the British Admiralty has given further Notice (No. 1223 of 1906) that sweeping operations for mines over an area to the northward of a line joining cape Collinson and Iron island in a north-east direction to Kiu Chau bay were completed on August 26th last.

The cautionary note respecting mines has therefore been removed from the under-mentioned charts.

Approximate position, Iron island, lat. 38° 56½' N, long. 120° 59' E.

This Notice affects the following Admiralty Charts:—Gulf of Pechili and Liau tung, No. 1256; Kwang tung peninsula, No. 1798; Pechili strait, No. 1392; Also, China Sea Directory, vol. III, 1904, pages 634, 635.

## PERSIAN GULF—MOUTHS OF THE EUPHRATES.

*Shatt-al-Arab—Regulations regarding speed of vessels.*

No. 453 (second publication).—The British Admiralty has given notice (No. 1226 of 1906) that, in consequence of the damage caused by vessels proceeding at a high rate of speed in the Shatt-al-Arab and the adjacent rivers and tributaries, the Turkish Government has notified, through the Vali of Basra, that the speed of all vessels after passing Fao must not exceed five knots. Legal proceedings for damages will be taken against Mariners who contravene this regulation.

Approximate position, Fao, lat. 29° 58½' N., long. 48° 29½' E.

This notice affects the following Admiralty Chart:—Shatt-al-Arab, No. 1235; Also Persian Gulf Pilot, 1898, page 239; and Supplement, 1905, page 28.

## EASTERN ARCHIPELAGO—MALACCA STRAIT.

*One Fathom Bank light—Alteration postponed.*

No. 454 (second publication).—With reference to Notice to Mariners No. 2, dated 8th January 1906, issued by this office, the British Admiralty has given further Notice (No. 1221 of 1906) that the alteration in the light exhibited from the One Fathom Bank light-house, Malacca strait, from revolving to a white group flashing light, showing groups of four flashes every fifteen seconds, will not be completed before the close of 1907.

Approximate position, lat.  $2^{\circ} 53' N.$ , long.  $101^{\circ} 0' E.$

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Malacca strait, Nos. 135 and 794; cap Rachado to Singapore, No. 795; Also List of Lights, Part VI, 1906, No. 423; and China Sea Directory, vol. I, 1896, page 152.

## CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Ta lien hwan—Regulations relative to, cancelled.*

No. 455 (second publication).—With reference to Notice to Mariners No. 312, dated the 3rd September 1906, issued by this office, the British Admiralty has given further notice (No. 1228 of 1906) that the regulations respecting Ta lien hwan contained in the above-mentioned notice have been cancelled and are no longer in force. The pecked lines from San shan tau light-house, indicating the limits of the districts, have therefore been erased from the charts, and also the note that inside those pecked lines Japanese harbour regulations are to be followed.

Approximate position of San shan tau light, lat.  $38^{\circ} 51\frac{1}{2}' N.$ , long.  $121^{\circ} 50\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Kwantung peninsula, No. 1798; Also China Sea Directory, vol. III, 1904, page 586.

## JAPAN, NAIKAI (INLAND) SEA—SIMONOSEKI STRAIT.

*Moji ko—Wreck.*

No. 456 (second publication).—The British Admiralty has given notice (No. 1244 of 1906) that the wreck of the S.S. *Naka Maru* lies sunk, with masts and funnel above water, in Moji ko, in a position from which Moji maohi harbour office flagstaff bears S.  $56^{\circ} E.$ , distant  $3\frac{1}{4}$  cables, and Kojo yama (Moji hill) N.  $52^{\circ} E.$

Approximate position, lat.  $33^{\circ} 57' N.$ , long.  $130^{\circ} 57\frac{1}{2}' E.$

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Simonoseki strait, No. 1578; Moji ko, No. 3114; Also Sailing Directions for Japan, 1904, page 502.

## BAY OF BENGAL—BURMA COAST.

*Krishna shoal light-vessel will shortly resume her station.*

No. 457 (second publication).—With reference to Notice to Mariners No. 408, dated 23rd October 1906, issued by this office, a further telegraphic communication has been received from the Principal Port Officer, Rangoon, stating that the Krishna shoal light-vessel will resume her station on or about the 29th November 1906, exhibiting original light. The temporary light-vessel will be withdrawn.

## BAY OF BENGAL—CHITTAGONG COAST.

*Kurnasuli river—Depth of water in the channels.*

No. 458 (second publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 22nd November 1906.

	Ft.	in.
Track No. 1.—Outer bar—		
Disco on diamond	...	11 0
Marks open to the north	...	14 0
Track No. 2.—Inner bar—		
Batten beacon on pillar	...	12 0
Track No. 3.—		
Triangle on cross and ball	...	16 6
Track No. 4.—Gaptakhally crossing—		
Tripod on diamond	...	18 0

The 26th November 1906.

JAPAN—HONSHU (NIPON), NORTH-WEST COAST.

*Caution—Floating mines.*

No. 436 (third publication).—The British Admiralty has given notice (No. 1168 of 1906) that floating mines are still occasionally seen near the north-west coast of Honshu (Nipon), between the Oki islands and Tsugaru strait; vessels are therefore recommended not to navigate along this coast at night. The Japan sea, also, cannot yet be considered entirely free from danger from these mines.

A cautionary note to the above effect has been placed on the chart.

This notice affects the following Admiralty Chart:—*Nipon, Kiusiu, and Shikoku*, No. 2347: Also *Sailing Directions for Japan, &c.*, 1904, pages 636—682.

NEW ZEALAND—NORTH ISLAND—PORT NICHOLSON.

*Lambton harbour—Lights established on wharf.*

No. 437 (third publication).—The British Admiralty has given notice (No. 1175 of 1906) that two green fixed lights, placed vertically 8 feet apart, the upper light being elevated 37 feet above high water, have been established near the outer end of Taranaki Street wharf.

These lights are visible from all points of approach for a distance of 3 miles in clear weather.

Approximate position, lat.  $41^{\circ} 17\frac{1}{2}'$  S., long.  $174^{\circ} 46\frac{1}{2}'$  E.

This notice affects the following Admiralty Charts:—*Port Nicholson*, No. 1423; *Lambton harbour, &c.*, No. 803: Also *List of Lights*, part VI, 1906, page 273; and *New Zealand Pilot*, 1901, page 172.

AUSTRALIA—NEW SOUTH WALES.

*Newcastle harbour—Additional beacon light and landing mark established.*

No. 438 (third publication).—The British Admiralty has given notice (No. 1180 of 1906) that, on and after 1st September 1906, a green fixed light, elevated 30 feet above high water, would be exhibited from a pile-beacon recently erected on the northern side of the entrance to Newcastle harbour, at a distance of 300 yards, S.  $58^{\circ}$  W., from the existing red pile-beacon with green fixed light.

Approximate position, lat.  $32^{\circ} 55\frac{1}{2}'$  S., long.  $151^{\circ} 47\frac{1}{2}'$  E.

Vessels entering the harbour should keep the above green fixed lights in line, bearing S.  $58^{\circ}$  W., which will lead in least depth of 22 feet at low-water springs, until the lights on the fairway leading towers (fixed white and fixed red) come into line, bearing S.  $42^{\circ}$  W.

(Variation  $10^{\circ}$  Easterly in 1906)

This notice affects the following Admiralty Charts:—*Port Jackson to port Stephens*, No. 1021; *Newcastle harbour*, No. 2119: Also *List of Lights*, part VI, 1906, page 231; and *Australian Directory*, vol. II, 1898, page 81.

CHINA SEA—SINGAPORE STRAIT.

*Raffles light.—Limits of obscured sector uncertain.*

No. 439 (third publication).—With reference to notice to Mariners No. 367, dated 29th September 1906, issued by this office, the British Admiralty has given further notice (No. 1162 of 1906) that the limits of the sector within which Raffles light is obscured are at present uncertain.

Further notice will be given.

Approximate position, lat.  $1^{\circ} 10'$  N., long.  $103^{\circ} 44\frac{1}{2}'$  E.

This notice affects the following Admiralty Charts:—*Singapore strait*, Nos. 2403, 2404: Also *List of Lights*, part VI, 1906, No. 437; and *China Sea Directory*, vol. I, 1896, page 201.



## CHINA SEA—GULF OF SIAM—CHENTABUN RIVER.

*Lemring — Light established.*

No. 440 (third publication).—The British Admiralty has given notice (No. 1183 of 1906) that, on the 1st September 1906, a *white occulting light every thirty seconds* thus:—light, twenty-five seconds; eclipse, five seconds, elevated about 280 feet above high water, and visible in clear weather from a distance of 12 miles, would be established on Lem ring, at the entrance to Chentabun river.

The exact position of this light is not stated.

Approximate position, lat.  $12^{\circ} 28' N.$ , long.  $102^{\circ} 24' E.$

This Notice affects the following Admiralty Charts:—*Gulf of Siam*, No. 2414; *cape Liant to Koh kut with plan of Chentabun river*, No. 2721; *Also List of Lights*, part VI, 1906, page 113; and *China Sea Directory*, vol. II, 1906, page 381.

## AFRICA SOUTH COAST—CAPE COLONY—ALGOA BAY.

*Cape Recife light.—Description given.*

No. 441 (third publication).—With reference to Notice to Mariners No. 423, dated the 1st November 1906, issued by this Office, the British Admiralty has given further notice (No. 1197 of 1906) of the following description of the light on cape Recife, Algoa bay:—It is a *white fixed and flashing light every minute*, showing red between the bearings of  $S. 39^{\circ} W.$  and  $S. 11^{\circ} W.$ , and white in other directions; the light-power of the fixed light being 9,000 candles, and of the flash 115,000 candles. The power of the light in the red sector is considerably reduced. Under certain atmospheric conditions the fixed light may become invisible, the flash only appearing.

Approximate position, lat.  $34^{\circ} 14' S.$ , long.  $25^{\circ} 42' E.$

This Notice affects the following Admiralty Charts:—*Indian ocean*, No. 748a; *Hondeklip bay to port Natal*, No. 2095; *cape St. Francis to Waterloo bay*, No. 2085; *Algoa bay*, No. 642; *Also, List of Lights*, part VI, 1906, No. 15; and *African Pilot port*, III, 1905, page 126.

## CHINA SEA—PHILIPPINE ISLANDS—LUZON COAST—LIAMON BAY APPROACH.

*Makulabo island—Shoal to the South-Westward.*

No. 442 (third publication).—The British Admiralty has given notice (No. 1199 of 1906) that a shoal of coral and rock of large extent exists south-westward of Makulabo island. A depth of 3 fathoms was found on it situated in a position from which the southern extremity of Makulabo island bears  $N. 65^{\circ} E.$ , distant  $2\frac{1}{2}$  miles, and the northern extreme of the same island  $N. 32^{\circ} E.$

There appeared to be less water on this shoal; an examination of it is in progress.

Approximate position, lat.  $14^{\circ} 24' N.$ , long.  $122^{\circ} 39' E.$

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—*The Philippine islands*, No. 943; *Philippine islands between St. Bernardino and Mintoro straits*, No. 2577; *Also, Eastern Archipelago*, part I, 1902, page 374; and *Supplement*, 1906, page 50.

## EASTERN ASCHIPELAGO—SUMATRA WEST COAST—BENKULEN.

*Pulo Tikus light—Intended alteration.*

No. 443 (third publication).—The British Admiralty has given notice (No. 1201 of 1906) that it is intended to alter pulo Tikus light from white fixed to a *white flashing light every five seconds*, the flashes being of very short duration; it will be visible in clear weather from a

distance of 16 miles, and exhibited from a white open iron framework support, 98 feet high, erected near the position of the present light.

The light will be of the 5th order.

Approximate position, lat.  $3^{\circ} 50\frac{1}{2}'$  S., long.  $102^{\circ} 11'$  E.

Further Notice will be given when received.

*This Notice affects the following Admiralty Chart:—Sumatra with plan of Benkalen, No. 2761; Also, List of Lights, part VI, 1906, No. 462; and China Sea Directory, vol. I, 1896, page 312.*

#### EASTERN ARCHIPELAGO—SUMATRA, EAST COAST—MALACCA STRAIT.

##### Langsar bay—Light intended.

No. 444 (third publication).—The British Admiralty has given Notice (No. 1202 of 1906) that it is intended to establish a *white flashing light every three seconds* on a white open iron framework support, 65 feet high, erected on Pasir Puti, Langsar bay, the duration of each flash being one second. The light will be of the 4th order.

Approximate position, lat.  $4^{\circ} 32\frac{1}{2}'$  N., long.  $97^{\circ} 59'$  E.

Further Notice will be given when received.

*This Notice affects the following Admiralty Charts:—Acheh head to Tyinkoh bay, No. 2760; Diamond point to Pulo Berkata, No. 1353; and Langsar bay, No. 3574; Also, List of Lights, part VI, 1906, page 63; and China Sea Directory, vol. I, 1896, page 71.*

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### Little Barrier island—Rock.

No. 445 (third publication).—The British Admiralty has given Notice (No. 1203 of 1906) of the existence of a rock, awash at low-water springs off the north-west coast of Little Barrier island, situated in a position from which White cliffs (600 feet) bear S.  $75^{\circ}$  E., distant about 2 cables, and the northern point of Little Barrier island N.  $55^{\circ}$  E., distant 2 miles.

This rock is about 60 feet long in a north-easterly and south-westerly direction and 5 feet broad.

Approximate position, lat.  $36^{\circ} 10\frac{1}{2}'$  S., long.  $175^{\circ} 3\frac{1}{2}'$  E.

(Variation  $14^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Tutukaka harbour to Mayor island, No. 2543; Bream head to Tepaki point, No. 3565; Also, New Zealand Pilot, 1901, page 47; Supplement, 1906, page 4.*

#### COMPASS—Variation of, on certain charts.

No. 446 (third publication).—The British Admiralty has given notice (No. 1205 of 1906) that observations obtained during recent years show that the secular change in the variation of the compass is in some cases greatly different from what was anticipated.

The results have been embodied in the variation chart for the Epoch 1907, and this chart should be consulted on all occasions before deciding on the variation to be allowed in shaping course, &c.

The compasses on the charts may be in some cases as much as  $2^{\circ}$  in error.

INDIA, WEST—BOMBAY COAST.

*Caution—Wreck of a Pattimar off Vingorla.*

No. 447 (third publication) —With reference to Notice to Mariners No. 428, dated the 1st November 1906, issued by this Office, the Bombay Government has given further notice (No. 119 of 1906) that the Master of S.S. *Loodiana* reports that he passed a wrecked Pattimar in lat.  $15^{\circ} 41'$  N., long.  $73^{\circ} 26'$  E., Vingorla Rock Light-house, bearing N.  $5^{\circ}$  E. (True), distant 12 miles. The vessel is lying on her side and is laden with logs of timber; she bears the following mark on her port quarter :—240·6·O.

The derelict is a great danger to navigation.

This Notice affects the following Admiralty Charts :—Karachi to Vingorla, No. 826; Vingorla to Cape Comorin, No. 827; Gulf of Kutch to Visiadrug No. 2736; Visiadrug to Cochin, No. 2737; and Achra River to Cape Ramas, No. 740: Also, West Coast of Hindustan Pilot, 1898, page 168.

The 17th November 1906.

ST. L. S. WARDEN, COMDR., R.I.M.,  
Port Officer of Calcutta.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, DECEMBER 12, 1906.

NOTICES TO MARINERS.

The following Notices are published for general information.

CALCUTTA, the 5th December 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

BAY OF BENGAL—CHITTAGONG COAST.

*Kurnafuli river—Depth of water in the channels.*

No. 468 (*first publication*).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 29th and 30th November 1906—

				Ft.	In.
Track No. 1—Outer bar—					
Disc on diamond	...	...	...	14	0
Track No. 2—Inner bar—					
Disc on diamond	...	...	...	11	6
Batten beacon on pillar	...	...	...	11	6
Track No. 3—					
Triangle on cross and ball	...	...	...	16	6
Track No. 4—Guptakhally crossing—					
Tripod on cross and ball and diamond	...	...	...	20	0

INDIA, WEST—SIND COAST.

*Karachi harbour—Removal of Deep Water Point mooring buoy.*

No. 469 (*first publication*).—The Bombay Government has given notice (No. 125, dated 28th November), that the Deep Water Point Mooring Buoy, Karachi Harbour, has been removed and will not be replaced until further notice.

This notice affects the following Admiralty Chart :—Karachi Harbour, No. 40; also West Coast of Hindustan Pilot, 1898, page 804, and Supplement 1903, page 19.

**EASTERN ARCHIPELAGO—BORNEO, SOUTH-EAST COAST.**

*Pulo Laut strait—Light-buoy established.*

No. 470 (*first publication*).—With reference to Notice to Mariners No. 226, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 1271 of 1906) that a light-buoy exhibiting a *white occulting light, every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds*, has been established in a position situated about one mile S. 75° E. from Petang point, in the southern entrance to Pulo Laut strait.

Approximate position, lat. 3° 37' S., long. 115° 57½' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Makassar strait*, No. 2637; *plan of Pulo Laut strait on chart No. 2662*; Also *Eastern Archipelago, part II*, 1904, page 277.

**CHINA, NORTH—MANCHURIA, SOUTH COAST.**

*Cambrian or Lakkutan cove.—Non-existence of shoal.*

No. 471 (*first publication*).—With reference to notice to Mariners No. 498, dated 12th December 1906, issued by this Office, the British Admiralty has given further notice (No. 1272 of 1906) that the rock reported by the S.S. *Ishibashi Maru* off Cambrian cove, as situated in a position 12 cables S. 73° W. from the rock off the south-eastern extremity of South Entry point, in the approach to Talien hwan bay, has been repeatedly and carefully searched for at a distance of 2 cables in all directions around the assigned position without any indication being found of its existence, the general depths in the locality being 17 fathoms over mud, sand, and shells bottom. This rock has therefore been erased from the charts.

Approximate position, lat. 38° 51' N., long. 121° 40½' E.

NOTE.—The Japanese name for the Talien islands to the westward of Cambrian cove is Dairen, and this has now been adopted on chart No. 1798.

(Variation 4° Westerly in 1906.)

This Notice affects the following Admiralty Chart:—*Kwang tung peninsula*, No. 1798; Also, *China Sea Directory*, vol. III, 1904, page 590.

**EASTERN ARCHIPELAGO—MALAY PENINSULA, WEST COAST—SIAM, PUKET OR TONGKA HARBOUR.**

*Goh Tapaunoi light—Temporary alterations.*

No. 472 (*first publication*).—The British Admiralty has given notice (No. 1273 of 1906) that Goh Tapaunoi white flashing light, Tongka harbour, will be temporarily replaced by a *white fixed light* whilst undergoing repairs.

Approximate position, lat. 7° 50½' N., long. 98° 25½' E.

Further Notice will be given as necessary.

This notice temporarily affects the following Admiralty Chart:—*Puket or Tongka harbour*, No. 843; Also, *List of Lights, part VI*, 1906, No. 383; *Bay of Bengal Pilot*, 1901, page 434; and *China Sea Directory*, vol. I, 1896, page 117.

**PACIFIC OCEAN—SULU SEA—THE PHILIPPINE ISLANDS.**

*Basilan strait—Shoal inserted on Charts.*

No. 473 (*first publication*).—The British Admiralty has given notice (No. 1274 of 1906) that as a shoal with a depth of 3½ fathoms over it appears on the United States Government chart of Basilan strait, situated on chart No. 961 in approximately lat. 6° 46' 0" N., long. 122° 4' 20' E., it has been inserted on the Admiralty charts in this position.

NOTE.—The authority for this danger is a Spanish chart corrected to 1895.

This Notice affects the following Admiralty Charts:—*Sulu Archipelago*, Nos. 2576, 928; *Basilan strait*, No. 961; Also, *Eastern Archipelago, part I*, 1890, page 99.

**EASTERN ARCHIPELAGO—JAVA, NORTH COAST.**

*Pamanukan rock—Buoy replaced by light-buoy.*

No. 474 (*first publication*).—With reference to Notice to Mariners No. 226, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 1275 of 1906) that the black bell buoy surmounted by a ball marking Pamanukan rock, has been replaced by a light-buoy, painted black, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds.

Approximate position, lat.  $6^{\circ} 1' S.$ , long.  $107^{\circ} 52\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Java, No. 1653. Also Eastern Archipelago, part II, 1904, page 97.

**EASTERN ARCHIPELAGO—JAVA ISLAND, EAST COAST—SURABAYA STRAIT**

*Kleta reef.—Beacon erect-d.*

No. 475 (*first publication*).—The British Admiralty has given notice (No. 1292 of 1906) that an iron screwpile beacon, painted in black and red horizontal bands, with a truncated cone as a topmark, has been erected in a depth of 2 feet on Kleta reef, in the eastern entrance to Surabaya strait, in a position situated at a distance of  $6\frac{1}{4}$  miles S.  $42^{\circ} E.$  from Larangan mosque.

Approximate position on chart No. 934, lat.  $7^{\circ} 19\frac{1}{2}' S.$ , long.  $112^{\circ} 52' E.$

Variation  $2^{\circ}$  Easterly in 1906.

This notice affects the following Admiralty Charts:—Java, No. 1654, Surabaya strait on chart No. 934; Also, Eastern Archipelago, Part II 1904, page 127; and Supplement, 1906, page 11.

**JAPAN SEA—PETER THE GREAT BAY—VLADIVOSTOK APPROACH.**

*Cape Camova light—Further particulars given, Askold island—Pilot station.*

No. 476 (*first publication*).—With reference to Notice to Mariners No. 402, dated 20th October, issued by this office, the British Admiralty has given further notice (No. 1293 of 1906) that a white group flashing light showing groups of two flashes, each group being of about two seconds' duration, every ten seconds, elevated 210 feet above high water, and visible from a distance of 16 miles, has been established on cape Gamova, Vladivostok approach. The light, which is of the 2nd order, is shown from a lighthouse 48 feet high.

A siren worked by compressed air and a bell have been established on the southern end of the cape; during thick or foggy weather the siren will give one blast of four seconds' duration every minute, and the bell probably worked in accordance with the Russian uniform system.

Approximate position, lat.  $42^{\circ} 33\frac{1}{2}' N.$ , long.  $131^{\circ} 12\frac{1}{2}' E.$

Also, that it is no longer now requisite to make cape Gamova when approaching Vladivostok, but it is equally safe to make Askold island, and, obtaining a pilot from thence, to approach Vladivostok by the eastern entrance to the Eastern Bosphorus strait.

Approximate position, Askold light, lat.  $42^{\circ} 44' N.$ , long.  $132^{\circ} 22' E.$

This Notice affects the following Admiralty Charts:—Kuril islands, No. 2405; Tumen Uta to Strelak bay, No. 2432; Trinity bay to the Eastern Bosphorus, No. 511; Also List of Lights, part VI, 1906, page 189, No. 1166; and Sailing Directions for Japan, &c., 1904, page 162, 191.

**AUSTRALIA, SOUTH—GULF OF ST. VINCENT—BACKSTAIRS PASSAGE.**

*Yatala shoal—Buoy established.*

No. 477 (*first publication*).—The British Admiralty has given notice (No. 1298 of 1906) that, on or about the 24th of that month, a spherical buoy, painted in red and white horizontal bands, and surmounted by a half globe, base downwards, would be moored in a



depth of 5 fathoms on the north-western side of Yatala shoal, Backstairs passage. The exact position of this buoy is not given, but it has been placed on the chart at a distance of  $4\frac{1}{2}$  miles N.  $19^{\circ}$  E. from cape St. Alban.

Approximate position, lat.  $35^{\circ} 44\frac{1}{2}'$  S., long.  $138^{\circ} 9\frac{1}{2}'$  E.

(Variation  $5^{\circ}$  Easterly in 1906.)

This Notice affects the following Admiralty Charts:—*Gulf of St. Vincent, &c.*, No. 2389a; *Backstairs passage*, No. 25: Also *Australia Directory*, vol. I, 1897, page 308.

#### AUSTRALIA—NEW SOUTH WALES.

##### Port Jackson—Fog Signals altered.

No. 478 (first publication).—With reference to Notice to Mariners No. 286, dated 29th July 1905, issued by this office, the British Admiralty has given further notice (No. 1299 of 1906) that the fog bells at Bradley head, fort Denison, and Dawes point, in port Jackson, will in future be sounded continuously during thick or foggy weather, and not as described in the above-mentioned Notice.

Approximate position, fort Denison, lat.  $33^{\circ} 51\frac{1}{2}'$  S., long.  $151^{\circ} 13\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—*Port Jackson*, No. 1089; *Woolloomooloo, &c.*, No. 1890: Also *List of Lights*, part VI, 1906, Nos. 1364a, 1365, 1366a; *Australia Directory*, vol. I, 1897, pages 824, 829; vol. II, 1898, pages 59, 62, 63.

The 10th December 1906.

#### INDIA, WEST—BOMBAY COAST.

##### Bankot buoys relaid.

No. 459 (second publication).—With reference to Notice to Mariners No. 269, dated the 3rd August last, issued by this office, the Bombay Government has given further notice (No. 121 of 1906) that the Bankot buoys have been relaid on the 5th November 1906.

#### ARABIA, NORTH-EAST—PERSIAN GULF.

##### Shoal outside Koweit Harbour.

No. 460 (second publication).—With reference to Notice to Mariners No. 361, dated 21st September 1906, issued by this office, the following further notice issued by the Bombay Government (No. 122 of 1906) is republished:—

On examination of the soundings to the southward of Ras al Ars two shoal patches are situated as follows—

'Kola' Patch with a least depth of 7 feet rocky bottom bearing from Ras al Ars Beacon S.  $3^{\circ}$  E., distant 3.6 miles, and from N. E. corner of Sirra Hill Fort N.  $82\frac{3}{4}^{\circ}$  E., distant 3.5 miles.

Another Patch with a least depth of 2 fathoms hard sandy bottom bearing from Ras al Ars Beacon S.  $0\frac{3}{4}^{\circ}$  W., distant 2.0 miles, and from N. E. corner of Sirra Hill Fort N.  $67\frac{3}{4}^{\circ}$  E., distant 3.8 miles.

The bearings are true.

These shoals are close to the coast, and the neighbourhood should be avoided. No buoy was seen on the Kola Patch as reported.

This Notice affects the following Admiralty Charts:—*Persian Gulf, Western Sheet*, No. 2857B., *Koweit Harbour*, No. 22; and *Persian Gulf Pilot*, 4th edition, pages 155 and 160.

#### CEYLON—TRINCOMALI HARBOUR.

##### Back bay—Shoal.

No. 461 (second publication).—The British Admiralty has given notice (No. 1249 of 1906) of the existence of a rock with a depth of  $3\frac{1}{2}$  fathoms over it in Back bay, Trincomali approach, situated in a position from which Elizabeth point bears S.  $55^{\circ}$  W., distant  $1\frac{1}{2}$  miles, and Flagstaff point S.  $1^{\circ}$  E. This danger, named Flat rock, about 30 feet in diameter, has a depth of 5 fathoms close around, outside which the water deepens suddenly to 10 fathoms.

Approximate position, lat.  $8^{\circ} 38\frac{1}{2}'$  N., long.  $81^{\circ} 14\frac{1}{2}'$  E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—*Ceylon*, No. 2031; *Trincomali*, No. 815: Also *Bay of Bengal Pilot*, 1901, page 117.

## CHINA SEA—NATUNA ISLANDS.

*Midai (Low) island and Elphinstone rock—Dangers between.*

No. 462 (second publication).—The British Admiralty has given notice (No. 1250 of 1906) that a line of dangers, more or less connected together, extends for a distance of about 11 miles to the northward of Low island, which is now known as Midai island. The eastern limit of these dangers is fairly well defined by a line joining the east point of Midai island to Elphinstone or Postillon rocks.

The 3-fathom shoal given in the above notice is detached from this line of dangers.

Approximate position, north point of Midai island, lat.  $3^{\circ} 1' N.$ , long.  $107^{\circ} 48' E.$

This Notice affects the following Admiralty Charts:—China sea, No. 2660a; Natuna islands, No. 1348: Also China Sea Directory, vol. II, 1906, page 92.

## EASTERN ARCHIPELAGO—LOMBOK STRAIT.

*Ampenan light—Character altered.*

No. 463 (second publication).—With reference to Notice to Mariners No. 385, dated 12th October 1906, issued by this office, the British Admiralty has given further notice (No. 1255 of 1906) that the character of Ampenan light has been altered from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds; the new light being of the 4th order.

Approximate position, lat.  $8^{\circ} 34\frac{1}{2}' S.$ , long.  $116^{\circ} 4' E.$

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; island of Java, No. 1654; Ampenan road on chart No. 895: Also List of Lights, part VI, 1906, No. 512; and Eastern Archipelago, part II, 1904, page 201.

## INDIAN OCEAN.

*Seychelles—Mauritius—And Chagos Archipelago—Standard time adopted.*

No. 464 (second publication).—The British Admiralty has given notice (No. 1264 of 1906) that on 1st January 1907, the standard time of the 6th meridian of East longitude, or 4 hrs. fast on Greenwich Mean time, will be adopted in the Seychelles and Mauritius, and that of 75th meridian of East longitude, or 5 hrs. fast on Greenwich Mean Time, in the Chagos Archipelago.

The time-ball at port Louis, Mauritius, will in consequence be dropped at  $1^h 0^m 0^s$  P.M. Standard Time or  $0^h 50^m 12.4^s$  P.M. Local Mean Time, corresponding to  $21^h 0^m 0^s$  Greenwich Mean Time, instead of  $1^h 0^m 0^s$  Local Mean Time as at present.

Approximate position, port Louis signal station, lat  $20^{\circ} 10' 5'' S.$ , long.  $57^{\circ} 29' 0'' E.$

This Notice affects the following Admiralty Chart:—Port Louis, No. 713: Also List of Time Signals, 1904, No. 43; and Islands in the Southern Indian Ocean, 1904, pages 24, 309, 363, 343.

## AUSTRALIA, SOUTH—SPENCER GULF.

*Tipara light-house—A Gong to be sounded during the prevalence of Fog or Mist.*

No. 465 (second publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 21 of 1906) that during the prevalence of Fog or Mist a Gong will be sounded at the above-mentioned light-house for a period of thirty seconds in duration and at intervals of five minutes.

The sound will be audible in ordinary weather for a distance of three miles.

This affects Admiralty Chart No. 2389B.

## AUSTRALIA, SOUTH—GULF OF ST. VINCENT.

*Port Adelaide, outer harbour—Black buoy removed—No. 1G Beacon light temporarily exhibited.*

No. 466 (second publication).—The President, Marine Board, Port Adelaide, has given notice (No. 22 of 1906) informing Masters of Vessels, Pilots and others that, owing to the

progress of deepening operations at the North Bank, Port Adelaide River, the Black Buoy thereon has been removed and its position is now occupied by the dredger.

No. 1G Beacon Light will be temporarily exhibited from the Reflecting Beacon until it can be shown from the position it is to occupy permanently, as to which a further notice will be issued.

*This affects Admiralty Charts 2389A and B, 1750, and 1752.*

*The 30th November 1906.*

#### AUSTRALIA—SANDY STRAIT.

*Woody island—Alteration in marks.*

No. 467 (second publication).—The Port Master, Brisbane, has given notice (No. 6 of 1906) that, on and after the 7th proximo, the red buoy on the Long Middle Bank off Woody Island will be shifted two (2) cables' length to the northward, and the red sector of Woody Island lower light altered to cut outside the buoy on a bearing of S. 46° W. The course from the Nun buoy will now be E.  $\frac{1}{2}$  S. instead of E.  $\frac{1}{4}$  S., as shown on Admiralty Chart.

*Chart affected—No. 3110; Australia Directory, vol. 2.*

*The 3rd December 1906.*

#### BAY OF BENGAL—CHITTAGONG COAST.

*South Patches—Light vessel to be temporarily removed from her station.*

No. 448 (third publication).—With reference to Notice to Mariners No. 295, dated the 17th August last, issued by this office, the Port Officer, Chittagong, has given further notice that the South Patches light-vessel will be removed from her station on the 3rd January 1907, and replaced on the 5th March 1907. A red barrel buoy with staff will mark the position during her absence.

*Approximate position, lat. 21° 29' N., long. 91° 36' E.*

*The 22nd November 1906.*

#### AUSTRALIA—VICTORIA—HOBSON BAY.

*Gellibrand point light-house—Fog signal established.*

No. 449 (third publication).—With reference to Notice to Mariners No. 289, dated 10th August 1906, issued by this office, the British Admiralty has given further Notice (No. 1210 of 1906) that a fog-horn and a fog rocket have been established at the pile light-house of Gellibrand point, Hobson bay. During thick or foggy weather the horn will be sounded and the rocket fired, alternately, every five minutes.

*Approximate position, lat. 37° 52 $\frac{1}{2}$ ' S., long. 144° 55' E.*

*This Notice affects the following Admiralty Charts:—Port Philip, No. 1171b; Hobson bay No. 624; Also, List of Lights, part VI, 1906, No. 1320; Australia Directory, vol. I, 1897 page 459; and Supplement, 1900, page 17.*

*The 23rd November 1906.*

#### AUSTRALIA, SOUTH—SPENCER GULF.

*Corny point light—Intended red sector.*

No. 450 (third publication).—The British Admiralty has given Notice (No. 1211 of 1906), that it is intended, on 1st January 1907, to alter Corny point light, Spencer gulf, to show red over Webb rock between the bearings of N. 50° E. and N. 25° E. in place of the present obscured arc. The red light will be visible in clear weather from a distance of 14 miles.

*Approximate position, lat. 34° 54' S., long 137° 1' E.*

*(Variation 4° Easterly in 1906.)*

*This Notice affects the following Admiralty Chart:—Gulf of St. Vincent, &c., No. 2389a; Also, List of Lights, part VI, 1906, No. 1218; Australia Directory, vol. I, 1897, page 219; and Supplement, 1900, page 14.*

# KOREA—EAST COAST.

## Goshkevitch bay—Rock.

No. 451 (third publication).—The British Admiralty has given Notice (No. 1222 of 1906) of the existence of a rock, with a depth of 2 fathoms over it, in Goshkevitch bay, situated in a position from which the southern extremity of Red island bears N. 64° E., distant 8½ cables, and West point N. 75° W.

Approximate position, lat 42° 18½' N., long. 130° 32½' E.

This rock, named Gyokugan, is steep-to, having depths of 14 to 15 fathoms around it.

(Variation 7° Westerly in 1906.)

This Notice affects the following Admiralty Charts:—*Tumen Ula to Strelak bay*, No. 2432; *Goshkevitch bay on chart No. 1186*; Also, *Sailing Directions for Japan and Korea*, 1904, page 155.

# CHINA, NORTH—MANCHURIA—LIAU TUNG GULF.

## Kwang tung peninsula, north coast—Mines removed.

No. 452 (third publication).—With reference to Notice to Mariners No. 420, dated 20th October 1906, issued by this office, the British Admiralty has given further Notice (No. 1223 of 1906) that sweeping operations for mines over an area to the northward of a line joining cape Collinson and Iron island in a north-east direction to Kin Chau bay were completed on August 26th last.

The cautionary note respecting mines has therefore been removed from the under-mentioned charts.

Approximate position, Iron island, lat. 38° 56½' N., long. 120° 59' E.

This Notice affects the following Admiralty Charts:—*Gulf of Pechili and Liau tung*, No. 1256; *Kwang tung peninsula*, No. 1798; *Pechili strait*, No. 1392; Also, *China Sea Directory*, vol. III, 1904, pages 634, 635.

# PERSIAN GULF—MOUTHS OF THE EUPHRATES.

## Shatt-al-Arab—Regulations regarding speed of vessels.

No. 453 (third publication).—The British Admiralty has given notice (No. 1226 of 1906) that, in consequence of the damage caused by vessels proceeding at a high rate of speed in the Shatt-al-Arab and the adjacent rivers and tributaries, the Turkish Government has notified, through the Vali of Basra, that the speed of all vessels after passing Fao must not exceed five knots. Legal proceedings for damages will be taken against Mariners who contravene this regulation.

Approximate position, Fao, lat. 29° 58½' N., long. 48° 29½' E.

This notice affects the following Admiralty Chart:—*Shatt-al-Arab*, No. 1235; Also *Persian Gulf Pilot*, 1898, page 239; and *Supplement*, 1905, page 28.

# EASTERN ARCHIPELAGO—MALACCA STRAIT.

## One Fathom Bank light—Alteration postponed.

No. 454 (third publication).—With reference to Notice to Mariners No. 2, dated 8th January 1906, issued by this office, the British Admiralty has given further Notice (No. 1227 of 1906) that the alteration in the light exhibited from the One Fathom Bank light-house, Malacca strait, from revolving to a white group flashing light, showing groups of four flashes every fifteen seconds, will not be completed before the close of 1907.

Approximate position, lat. 2° 53' N., long. 101° 0' E.

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—*Malacca strait*, Nos. 1355 and 794; *cape Rachado to Singapore*, No. 795; Also *List of Lights, Part VI*, 1906, No. 423; and *China Sea Directory*, vol. I, 1896, page 182.

## CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Ta lien hwan—Regulations relative to, cancelled.*

No. 455 (third publication).—With reference to Notice to Mariners No. 312, dated the 3rd September 1906, issued by this office, the British Admiralty has given further notice (No. 1228 of 1906) that the regulations respecting Ta lien hwan contained in the above-mentioned notice have been cancelled and are no longer in force. The pecked lines from San shan tau light-house, indicating the limits of the districts, have therefore been erased from the charts, and also the note that inside those pecked lines Japanese harbour regulations are to be followed.

Approximate position of San shan tau light, lat.  $38^{\circ} 51\frac{1}{2}'$  N., long.  $121^{\circ} 50\frac{1}{2}'$  E.

This Notice affects the following Admiralty Chart:—Kwantung peninsula, No. 1798; Also China Sea Directory, vol. III, 1904, page 586.

## JAPAN, NAIKAI (INLAND) SEA—SIMONOSEKI STRAIT.

*Moji ko—Wreck.*

No. 456 (third publication).—The British Admiralty has given notice (No. 1244 of 1906) that the wreck of the S.S. *Naka Maru* lies sunk, with masts and funnel above water, in Moji ko, in a position from which Moji machi harbour office flagstaff bears S.  $56^{\circ}$  E., distant 3.4 cables, and Kojo yama (Moji hill) N.  $52^{\circ}$  E.

Approximate position, lat.  $38^{\circ} 57'$  N., long.  $130^{\circ} 57\frac{1}{2}'$  E.

(Variation  $4^{\circ}$  Westerly in 1906.)

This Notice affects the following Admiralty Charts:—Simonoseki strait, No. 1578; Moji ko, No. 3114; Also Sailing Directions for Japan, 1904, page 502.

## BAY OF BENGAL—BURMA COAST.

*Krishna shoal light-vessel will shortly resume her station.*

No. 457 (third publication).—With reference to Notice to Mariners No. 408, dated 23rd October 1906, issued by this office, a further telegraphic communication has been received from the Principal Port Officer, Rangoon, stating that the Krishna shoal light-vessel will resume her station on or about the 29th November 1906, exhibiting original light. The temporary light-vessel will be withdrawn.

## BAY OF BENGAL—CHITTAGONG COAST.

*Kurnafuk river—Depth of water in the channels.*

No. 458 (third publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 22nd November 1906.

				Ft. in.
<i>Track No. 1.—Outer bar—</i>				
Disc on diamond	...	...	...	11 0
Marks open to the north	...	...	...	14 0
<i>Track No. 2.—Inner bar—</i>				
Batten beacon on pillar	...	...	...	12 0
<i>Track No. 3.—</i>				
Triangle on cross and ball	...	...	...	16 6
<i>Track No. 4.—Guptakhally crossing—</i>				
Tripod on diamond	...	...	...	18 0

The 26th November 1906.

ST. L. S. WARDEN, COMDR., R.N.M.,  
Port Officer of Calcutta.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, DECEMBER 19, 1906.

**NOTICES TO MARINERS.**

The following Notices are published for general information.

CALCUTTA, the 11th December 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

**BAY OF BENGAL—BURMA COAST.**

*Caution—Position of a submerged Country craft.*

No. 479 (*first publication*).—A telegraphic communication has been received from the Principal Port Officer, Rangoon, intimating that a report has been received that a small country craft, submerged, was passed bearing east, distance 9 miles from Algnada light-house. Length of boat about 80 feet.

Mariners are hereby warned.

The 11th December 1906.

**AUSTRALIA—QUEENSLAND.**

*Brisbane river—Minimum available depth.*

No. 480 (*first publication*).—The Port Master, Brisbane, has given notice (No. 7 of 1906) that the minimum available depth in the Brisbane River from Moreton Bay to the Custom House, Town Reach, is 22 feet at low-water springs.

*Charts affected—Nos. 1674, 1670b and 1029; Australia Directory, vol. 2.*

**INDIA, WEST—SIND COAST.**

*Karachi harbour—Lights on Military works at Manora.*

No. 481 (*first publication*).—The Bombay Government have given notice (No. 126 of 1906) that from 1st December 1906, repairs will be taken in hand on the seaward side of the Manora Point Fort and Breakwater, and powerful lights may be used at times for the purpose. Ships approaching Karachi Harbour should therefore be careful not to mistake these lights with leading and harbour lights.

This Notice affects the following Admiralty Charts:—Karachi Harbour, No. 49; also West Coast of Hindustan Pilot, 1898, page 304.



## AFRICA, NORTH-EAST—RED SEA.

*The Brothers—Experimental exhibition of light.*

No. 482 (first publication).—With reference to Notice to Mariners No. 51, dated the 3rd February 1906, issued by this office, the British Admiralty has given further notice (No. 1804 of 1906) that, during the latter end of November and the beginning of December, a *white flashing light* will be experimentally exhibited from the tower now in course of construction on the Brothers.

Approximate position, lat.  $26^{\circ} 19' N.$ , long.  $34^{\circ} 51' E.$

Further Notice will be given when the above light is permanently established, which will be about 1st January 1907.

This Notice affects the following Admiralty Chart:—Red Sea with plan of the Brothers, No. 86: Also List of Lights, 1906, Part V, No. 1441; Part VI, No. 161; Red Sea, &c., Pilot, 1900, page 71; and Supplement, 1904, page 10.

## AFRICA, NORTH-EAST—RED SEA, WESTERN SHORE—SHEIK EL BARGHUT APPROACH

*Sanganeb reef—Experimental exhibition of light.*

No. 483 (first publication).—With reference to notice to Mariners No. 507, dated 7th June 1906, issued by this office, the British Admiralty has given further notice (No. 1805 of 1906) that during the latter half of November and the early part of December, a *white flashing light* will be exhibited experimentally from a tower now in course of erection on Sanganeb reef in the approach to Sheik el Barghut (port Sudan).

Approximate position, lat.  $19^{\circ} 43\frac{1}{2}' N.$ , long.  $37^{\circ} 26' E.$

Further Notice will be given when this light has been permanently established, which will be about 1st January 1907.

This Notice affects the following Admiralty Charts:—Red Sea, No. 86: Mersa Durur to Trinkitat, No. 81: Also List of Lights, 1903, Part V, No. 1443; Part VI, No. 158; Red Sea, etc., Pilot, 1900, page 155; and Supplement, 1904, page 17.

## BAY OF BENGAL—ORISSA COAST.

*Balasore river—Elfin channel—Depth of water on the bars and at the buoys.*

No. 484 (first publication).—The Port Officer, Cuttack and Balasore ports, has given notice that the following depth of water was found on the bars and at the buoys, in the Elfin channel, Balasore river, on the 10th December 1906—

Bars.				Ft.	in.
Elfin bar	...	...	...	2	6
Nolcool	...	...	...	1	6
Jimkana	...	...	...	2	6
Buoys.				Ft.	
Anchoring buoy	...	...	...	22	
Fairway "	...	...	...	12	
Centre Elfin	...	...	...	4	
Inner "	...	...	...	5	

The course in from the Fairway buoy to the Barabulung river is  $N. 33^{\circ} W.$  magnetic.

Vessels drawing 9 feet should not attempt to cross the Elfin bar with less than 16 feet rise at Saugor.

The 14th December 1906.

## INDIA, WEST—MALABAR COAST.

*Ponani—Particulars of present boundary pillars.*

No. 485 (first publication).—The Presidency Port Officer, Madras, has given notice (No. 31 of 1906) of the following particulars of boundary pillars at Ponani, in supersession of previous Notice:—

North boundary pillar, situated on the Sand ridge north of the river entrance, 120 yards from H. W. mark in Lat.  $10^{\circ} 43' 11'' N.$

South boundary pillar, situated on the foreshore south of the river entrance, 450 yards from H. W. mark in Lat.  $10^{\circ} 46' 57'' N.$

The pillars are 2,860 yards apart in a straight line bearing approximately  $N. 29^{\circ} W.$

The 17th December 1906.

## BAY OF BENGAL—CHITTAGONG COAST.

*Kurnafuli river—Depth of water in the channels.*

No 468 (second publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 29th and 30th November 1906—

				FR.	IN.
<i>Track No. 1—Outer bar—</i>					
Diso on diamond	...	...	...	14	0
<i>Track No. 2—Inner bar—</i>					
Diso on diamond	...	...	...	11	6
Batten beacon on pillar	...	...	...	11	6
<i>Track No. 3—</i>					
Triangle on cross and ball	...	...	...	16	6
<i>Track No. 4—Guptakhally crossing—</i>					
Tripod on cross and ball and diamond	...	...	...	20	0

## INDIA, WEST—SIND COAST.

*Karachi harbour—Removal of Deep Water Point mooring buoy.*

No. 469 (second publication).—The Bombay Government has given notice (No. 125, dated 28th November), that the Deep Water Point Mooring Buoy, Karachi Harbour, has been removed and will not be replaced until further notice.

This notice affects the following Admiralty Chart :—*Karachi Harbour*, No. 40; also *West Coast of Hindustan Pilot*, 1898, page 304, and *Supplement 1903*, page 19.

## EASTERN ARCHIPELAGO—BORNEO, SOUTH-EAST COAST.

*Pulo Laut strait—Light-buoy established.*

No. 470 (second publication).—With reference to Notice to Mariners No. 228, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 1271 of 1906) that a light-buoy exhibiting a white occulting light, every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds, has been established in a position situated about one mile S. 75° E. from Petang point, in the southern entrance to Pulo Laut strait.

Approximate position, lat. 3° 37' S., long. 115° 57½' E.

(Variation 8° Easterly in 1906.)

This Notice affects the following Admiralty Charts :—*Makassar strait*, No. 2637; plan of *Pulo Laut strait* on chart No. 2662; also *Eastern Archipelago*, part II, 1904, page 277.

## CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Cambrian or Lakhutan cove.—Non-existence of shoal.*

No. 471 (second publication).—With reference to notice to Mariners No. 498, dated 12th December 1905, issued by this Office, the British Admiralty has given further notice (No. 1272 of 1906) that the rock reported by the S.S. *Ishibashi Maru* off Cambrian cove, as situated in a position 12 cables S. 73° W. from the rock off the south-eastern extremity of South Entry point, in the approach to Talien hwan bay, has been repeatedly and carefully searched for at a distance of 2 cables in all directions around the assigned position without any indication being found of its existence, the general depths in the locality being 17 fathoms over mud, sand, and shells bottom. This rock has therefore been erased from the charts.

Approximate position, lat. 38° 51' N., long. 121° 40½' E.

NOTE.—The Japanese name for the Talien islands to the westward of Cambrian cove is Dairen, and this has now been adopted on chart No. 1798.

(Variation 4° Westerly in 1906.)

This Notice affects the following Admiralty Chart :—*Kwang tung peninsula*, No. 1798; also, *China Sea Directory*, vol. III, 1904, page 590.

**EASTERN ARCHIPELAGO—MALAY PENINSULA, WEST COAST—SIAM, PUKET OR TONGKA HARBOUR.**

*Goh Tapaunoi light—Temporary alterations.*

*No. 472 (second publication).*—The British Admiralty has given notice (No. 1273 of 1906) that Goh Tapaunoi white flashing light, Tongka harbour, will be temporarily replaced by a white fixed light whilst undergoing repairs.

Approximate position, lat.  $7^{\circ} 53\frac{1}{2}'$  N., long.  $98^{\circ} 25\frac{1}{2}'$  E.

Further Notice will be given as necessary.

*This notice temporarily affects the following Admiralty Chart:—Puket or Tongka harbour, No. 843: Also, List of Lights, part VI, 1906, No. 383; Bay of Bengal Pilot, 1901, page 434; and China Sea Directory, vol. I, 1896, page 117.*

**PACIFIC OCEAN—SULU SEA—THE PHILIPPINE ISLANDS.**

*Basilan strait—Shoal inserted on Charts.*

*No. 473 (second publication).*—The British Admiralty has given notice (No. 1274 of 1906) that as a shoal with a depth of  $3\frac{1}{2}$  fathoms over it appears on the United States Government chart of Basilan strait, situated on chart No 961 in approximately lat.  $6^{\circ} 46' 0''$  N., long.  $122^{\circ} 4' 20''$  E., it has been inserted on the Admiralty charts in this position.

*Note.*—The authority for this danger is a Spanish chart corrected to 1895.

*This Notice affects the following Admiralty Charts:—Sulu Archipelago, Nos. 2576, 228; Basilan strait, No. 961: Also, Eastern Archipelago, part I, 1890, page 99.*

**EASTERN ARCHIPELAGO—JAVA, NORTH COAST.**

*Pamanukan rock—Buoy replaced by light-buoy.*

*No. 474 (second publication).*—With reference to Notice to Mariners No. 226, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 1275 of 1906) that the black bell buoy surmounted by a ball marking Pamanukan rock, has been replaced by a light-buoy, painted black, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds.

Approximate position, lat.  $6^{\circ} 1' S.$ , long.  $107^{\circ} 52\frac{1}{2}' E.$

*This Notice affects the following Admiralty Chart:—Java, No. 1653: Also Eastern Archipelago, part II, 1904, page 97.*

**EASTERN ARCHIPELAGO—JAVA ISLAND, EAST COAST—SURABAYA STRAIT**

*Klota reef.—Beacon erected.*

*No. 475 (second publication).*—The British Admiralty has given notice (No. 1292 of 1906) that an iron screwpile beacon, painted in black and red horizontal bands, with a truncated cone as a topmark, has been erected in a depth of 2 feet on Klota reef, in the eastern entrance to Surabaya strait, in a position situated at a distance of  $6\frac{1}{2}$  miles S.  $42^{\circ}$  E. from Lorangan mosque.

Approximate position on chart No. 934, lat.  $7^{\circ} 19\frac{1}{2}' S.$ , long.  $112^{\circ} 52' E.$

*Variation  $2^{\circ}$  Easterly in 1906.*

*This notice affects the following Admiralty Charts:—Java, No. 1654, Surabaya strait on chart No. 934: Also, Eastern Archipelago, part II 1904, page 127; and Supplement, 1906, page 24.*

## JAPAN SEA—PETER THE GREAT BAY—VLADIVOSTOK APPROACH.

*Cape Gamova light—Further particulars given, Askold island—Pilot station.*

No. 476 (second publication).—With reference to Notice to Mariners No. 402, dated 20th October, issued by this office, the British Admiralty has given further notice (No. 1293 of 1906) that a *white group flashing* light showing groups of two flashes, each group being of about two seconds' duration, every ten seconds, elevated 210 feet above high water, and visible from a distance of 16 miles, has been established on cape Gamova, Vladivostok approach. The light, which is of the 2nd order, is shown from a lighthouse 48 feet high.

A siren worked by compressed air and a bell have been established on the southern end of the cape; during thick or foggy weather the siren will give one blast of four seconds' duration every minute, and the bell probably worked in accordance with the Russian uniform system.

Approximate position, lat.  $42^{\circ} 33\frac{1}{2}'$  N., long.  $131^{\circ} 12\frac{1}{2}'$  E.

Also, that it is no longer now requisite to make cape Gamova when approaching Vladivostok, but it is equally safe to make Askold island, and, obtaining a pilot from thence, to approach Vladivostok by the eastern entrance to the Eastern Bosphorus strait.

Approximate position, Askold light, lat.  $42^{\circ} 44'$  N., long.  $132^{\circ} 22'$  E.

*This Notice affects the following Admiralty Charts:—Kuril islands, No. 2406; Tumen Uta to Strelok bay, No. 2432; Trinity bay to the Eastern Bosphorus, No. 511; Also List of Lights, part VI, 1906, page 189, No. 1156; and Sailing Directions for Japan, &c., 1904, page 162, 191.*

## AUSTRALIA, SOUTH—GULF OF ST. VINCENT—BACKSTAIRS PASSAGE.

*Yatala shoal—Buoy established.*

No. 477 (second publication).—The British Admiralty has given notice (No. 1298 of 1906) that, on or about the 24th of that month, a spherical buoy, painted in red and white horizontal bands, and surmounted by a half globe, base downwards, would be moored in a depth of 5 fathoms on the north-western side of Yatala shoal, Backstairs passage. The exact position of this buoy is not given, but it has been placed on the chart at a distance of  $4\frac{1}{2}$  miles N.  $19^{\circ}$  E. from cape St. Alban.

Approximate position, lat.  $35^{\circ} 44\frac{1}{2}'$  S., long.  $138^{\circ} 9\frac{1}{2}'$  E.

(Variation  $5^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Gulf of St. Vincent, &c., No. 2389a; Backstairs passage, No. 25; Also Australia Directory, vol. I, 1897, page 308.*

## AUSTRALIA—NEW SOUTH WALES.

*Port Jackson—Fog Signals altered.*

No. 478 (second publication).—With reference to Notice to Mariners No. 286, dated 29th July 1905, issued by this office, the British Admiralty has given further notice (No. 1299 of 1906) that the fog bells at Bradley head, fort Denison, and Dawes point, in port Jackson, will in future be sounded continuously during thick or foggy weather, and not as described in the above-mentioned Notice.

Approximate position, fort Denison, lat.  $33^{\circ} 51\frac{1}{2}'$  S., long.  $151^{\circ} 13\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Port Jackson, No. 1069; Woolloomooloo, &c., No. 1890; Also List of Lights, part VI, 1906, Nos. 1364a, 1365, 1366a; Australia Directory, vol. I, 1897, pages 824, 829; vol. II, 1898, pages 59, 62, 63.*

## INDIA, WEST—BOMBAY COAST.

*Bankot buoys relaid.*

No. 459 (third publication).—With reference to Notice to Mariners No. 269, dated the 3rd August last, issued by this office, the Bombay Government has given further notice (No. 121 of 1906) that the Bankot buoys have been relaid on the 5th November 1906.

*The 10th December 1906.*

## ARABIA, NORTH-EAST—PERSIAN GULF.

*Shoal outside Koweit Harbour.*

No. 460 (third publication).—With reference to Notice to Mariners No. 361, dated 21st September 1906, issued by this office, the following further notice issued by the Bombay Government (No. 122 of 1906) is republished:—

On examination of the soundings to the southward of Ras al Arz two shoal patches are situated as follows—

'Kola' Patch with a least depth of 7 feet rocky bottom bearing from Ras al Arz Beacon S.  $3^{\circ}$  E., distant 3.6 miles, and from N. E. corner of Sirra Hill Fort N.  $82\frac{3}{4}^{\circ}$  E., distant 3.5 miles.

Another Patch with a least depth of 2 fathoms hard sandy bottom bearing from Ras al Arz Beacon S.  $0\frac{3}{4}^{\circ}$  W., distant 2.0 miles, and from N. E. corner of Sirra Hill Fort N.  $57\frac{3}{4}^{\circ}$  E., distant 3.8 miles.

The bearings are true.

These shoals are close to the coast, and the neighbourhood should be avoided. No buoy was seen on the Kola Patch as reported.

This Notice affects the following Admiralty Charts:—Persian Gulf, Western Sheet, No. 2837 B., Koweit Harbour, No. 22; and Persian Gulf Pilot, 4th edition, pages 155 and 160.

## CEYLON—TRINCOMALI HARBOUR.

*Back bay—Shoal.*

No. 461 (third publication).—The British Admiralty has given notice (No. 1249 of 1906) of the existence of a rock with a depth of  $3\frac{1}{2}$  fathoms over it in Back bay, Trincomali approach, situated in a position from which Elizabeth point bears S.  $55^{\circ}$  W., distant  $1\frac{1}{2}$  miles, and Flagstaff point S.  $1^{\circ}$  E. This danger, named Flat rock, about 30 feet in diameter, has a depth of 5 fathoms close around, outside which the water deepens suddenly to 10 fathoms.

Approximate position, lat.  $8^{\circ} 38\frac{1}{2}'$  N., long.  $81^{\circ} 14\frac{1}{2}'$  E.

(Variation Nil in 1906.)

This Notice affects the following Admiralty Charts:—Ceylon, No. 2031; Trincomali, No. 815; Also Bay of Bengal Pilot, 1901, page 117.

## CHINA SEA—NATUNA ISLANDS.

*Midai (Low) island and Elphinstone rock—Dangers between.*

No. 462 (third publication).—The British Admiralty has given notice (No. 1250 of 1906) that a line of dangers, more or less connected together, extends for a distance of about 11 miles to the northward of Low island, which is now known as Midai island. The eastern limit of these dangers is fairly well defined by a line joining the east point of Midai island to Elphinstone or Postillon rocks.

The 3-fathom shoal given in the above notice is detached from this line of dangers.

Approximate position, north point of Midai island, lat.  $3^{\circ} 1'$  N., long.  $107^{\circ} 48'$  E.

This Notice affects the following Admiralty Charts:—China sea, No. 2660a; Natuna islands, No. 1348; Also China Sea Directory, vol. II, 1906, page 92.

## EASTERN ARCHIPELAGO—LOMBOK STRAIT.

*Ampenan light—Character altered.*

No. 463 (third publication).—With reference to Notice to Mariners No. 385, dated 12th October 1906, issued by this office, the British Admiralty has given further notice (No. 1255 of 1906) that the character of Ampenan light has been altered from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds; the new light being of the 4th order.

Approximate position, lat.  $8^{\circ} 34\frac{1}{2}'$  S., long.  $116^{\circ} 4'$  E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; island of Java, No. 1654; Ampenan road on chart No. 895; Also List of Lights, part VI, 1906, No. 512; and Eastern Archipelago, part II, 1904, page 201.

INDIAN OCEAN.

*Seychelles—Mauritius—And Chagos Archipelago—Standard time adopted.*

No. 464 (third publication).—The British Admiralty has given notice (No. 1264 of 1906) that on 1st January 1907, the standard time of the 67th meridian of East longitude, or 4 hrs. fast on Greenwich Mean time, will be adopted in the Seychelles and Mauritius, and that of 75th meridian of East longitude, or 5hrs. fast on Greenwich Mean Time, in the Chagos Archipelago.

The time-ball at port Louis, Mauritius, will in consequence be dropped at 1<sup>h</sup> 0<sup>m</sup> 0<sup>s</sup> p.m. Standard Time or 0<sup>h</sup> 50<sup>m</sup> 12<sup>s</sup> p.m. Local Mean Time, corresponding to 21<sup>h</sup> 0<sup>m</sup> 0<sup>s</sup> Greenwich Mean Time, instead of 1<sup>h</sup> 0<sup>m</sup> 0<sup>s</sup> Local Mean Time as at present.

Approximate position, port Louis signal station, lat 20° 10' 5" S., long. 57° 29' 0" E.

*This Notice affects the following Admiralty Chart :—Port Louis, No. 715 : Also List of Time Signals, 1904, No. 49 ; and Islands in the Southern Indian Ocean, 1904, pages 24, 309, 363, 343.*

AUSTRALIA, SOUTH—SPENCER GULF.

*Tipara light-house—A Gong to be sounded during the prevalence of Fog or Mist.*

No. 465 (third publication).—The President of the Marine Board, Port Adelaide, has given notice (No. 21 of 1906) that during the prevalence of Fog or Mist a Gong will be sounded at the above-mentioned light-house for a period of thirty seconds in duration and at intervals of five minutes.

The sound will be audible in ordinary weather for a distance of three miles.

*This affects Admiralty Chart No. 2389B.*

AUSTRALIA, SOUTH—GULF OF ST. VINCENT.

*Port Adelaide, outer harbour—Black buoy removed—No. 1G Beacon light temporarily exhibited.*

No. 466 (third publication).—The President, Marine Board, Port Adelaide, has given notice (No. 22 of 1906) informing Masters of Vessels, Pilots and others that, owing to the progress of deepening operations at the North Bank, Port Adelaide River, the Black Buoy thereon has been removed and its position is now occupied by the dredger.

No. 1G Beacon Light will be temporarily exhibited from the Reflecting Beacon until it can be shown from the position it is to occupy permanently, as to which a further notice will be issued.

*This affects Admiralty Charts 2389A and B, 1750, and 1752.*

*The 30th November 1906.*

AUSTRALIA—SANDY STRAIT.

*Woody island—Alteration in marks.*

No. 467 (third publication).—The Port Master, Brisbane, has given notice (No. 6 of 1906) that, on and after the 7th proximo, the red buoy on the Long Middle Bank off Woody Island will be shifted two (2) cables' length to the northward, and the red sector of Woody Island lower light altered to out outside the buoy on a bearing of S. 46° W. The course from the Nun buoy will now be E.  $\frac{1}{2}$  S. instead of E.  $\frac{3}{4}$  S., as shown on Admiralty Chart.

*Chart affected—No. 3110 ; Australia Directory, vol. 2.*

*The 3rd December 1906.*

ST. L. S. WARREN, COMDR., R.I.M.,

*Port Officer of Calcutta.*





APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, DECEMBER 26, 1906.

**NOTICES TO MARINERS.**

The following Notices are published for general information.

CALCUTTA, the 20th December 1906.

W. A. INGLIS,  
Secy. to the Govt. of Bengal.

**BAY OF BENGAL—BURMA COAST.**

*Caution—Series of Volcanic eruptions.*

No. 486 (first publication).—The following telegraphic communication has been received from the Principal Port Officer, Burma:—

Inspector of light-houses wires on 19th December 1906 from Kyouk Phyou that series of volcanic eruptions resulting in large island being upheaved, 12 miles from Beacon, bearing approximately 36° west by north—Still active. Mariners are hereby warned.

The 20th December 1906.

**BAY OF BENGAL—BURMA COAST.**

*Caution—Position of a submerged Country craft.*

No. 479 (second publication).—A telegraphic communication has been received from the Principal Port Officer, Rangoon, intimating that a report has been received that a small country craft, submerged, was passed bearing east, distance 9 miles from Alguada light-house. Length of boat about 80 feet.

Mariners are hereby warned.

The 11th December 1906.

**AUSTRALIA—QUEENSLAND.**

*Brisbane river—Minimum available depth.*

No. 480 (second publication).—The Port Master, Brisbane, has given notice (No. 7 of 1906; that the minimum available depth in the Brisbane River from Moreton Bay to the Custom House, Town Reach, is 22 feet at low-water springs.

Charts affected—Nos. 1674, 1670b and 1029; *Australia Directory*, vol. 2.

**INDIA, WEST—SIND COAST.**

*Karachi harbour—Lights on Military works at Manora.*

No. 481 (second publication).—The Bombay Government have given notice (No. 126 of 1906) that from 1st December 1906, repairs will be taken in hand on the seaward side of the Manora Point Fort and Breakwater, and powerful lights may be used at times for the purpose. Ships approaching Karachi Harbour should therefore be careful not to mistake these lights with leading and harbour lights.

This Notice affects the following Admiralty Charts:—*Karachi Harbour*, No. 40; also *West Coast of Hindustan Pilot*, 1898, page 304.

## AFRICA, NORTH-EAST—RED SEA.

*The Brothers—Experimental exhibition of light.*

No. 482 (second publication).—With reference to Notice to Mariners No. 51, dated the 3rd February 1906, issued by this office, the British Admiralty has given further notice (No. 1804 of 1906) that, during the latter end of November and the beginning of December, a white flashing light will be experimentally exhibited from the tower now in course of construction on the Brothers.

Approximate position, lat.  $26^{\circ} 19' N.$ , long.  $34^{\circ} 51' E.$

Further Notice will be given when the above light is permanently established, which will be about 1st January 1907.

This Notice affects the following Admiralty Chart:—Red Sea with plan of the Brothers, No. 8b; Also List of Lights, 1906, Part V, No. 1441; Part VI, No. 161; Red Sea, &c., Pilot, 1900, page 71; and Supplement, 1904, page 10.

## AFRICA, NORTH-EAST—RED SEA, WESTERN SHORE—SHEIK EL BARGHUT APPROACH.

*Sanganeb reef—Experimental exhibition of light.*

No. 483 (second publication).—With reference to notice to Mariners No. 207, dated 7th June 1906, issued by this office, the British Admiralty has given further notice (No. 1305 of 1906) that during the latter half of November and the early part of December, a white flashing light will be exhibited experimentally from a tower now in course of erection on Sanganeb reef in the approach to Sheik el Barghut (port Sudan).

Approximate position, lat.  $19^{\circ} 43\frac{1}{2}' N.$ , long.  $37^{\circ} 26' E.$

Further Notice will be given when this light has been permanently established, which will be about 1st January 1907.

This Notice affects the following Admiralty Charts:—Red Sea, No. 8c; Mersa Durur to Trinkitat, No. 81; Also List of Lights, 1906, Part V, No. 1443; Part VI, No. 158; Red Sea, etc., Pilot, 1900, page 155; and Supplement, 1904, page 17.

## BAY OF BENGAL—ORISSA COAST.

*Balasore river—Elfin channel—Depth of water on the bars and at the buoys.*

No. 484 (second publication).—The Port Officer, Cuttack and Balasore ports, has given notice that the following depth of water was found on the bars and at the buoys, in the Elfin channel, Balasore river, on the 10th December 1906—

Bars.				Ft.	in.
Elfin bar	...	...	...	2	6
Nolcool	...	...	...	1	6
Jimkana	...	...	...	2	6
Buoys.				Ft.	
Anchoring buoy	...	...	...	22	
Fairway "	...	...	...	12	
Centre Elfin	...	...	...	4	
Inner "	...	...	...	5	

The course in from the Fairway buoy to the Barabulung river is N.  $33^{\circ} W.$  magnetic.

Vessels drawing 9 feet should not attempt to cross the Elfin bar with less than 16 feet rise at Saugor.

The 14th December 1906.

## INDIA, WEST—MALABAR COAST.

*Ponani—Particulars of present boundary pillars.*

No. 485 (second publication).—The Presidency Port Officer, Madras, has given notice (No. 31 of 1906) of the following particulars of boundary pillars at Ponani, in supersession of previous Notice:—

North boundary pillar, situated on the Sand ridge north of the river entrance, 120 yards from H. W. mark in Lat.  $10^{\circ} 48' 11'' N.$

South boundary pillar, situated on the foreshore south of the river entrance, 450 yards from H. W. mark in Lat.  $10^{\circ} 46' 57'' N.$

The pillars are 2,860 yards apart in a straight line bearing approximately No.  $29^{\circ} W.$

The 17th December 1906.

## BAY OF BENGAL—CHITTAGONG COAST.

*Kurnafuli river—Depth of water in the channels.*

No. 468 (third publication).—The Port Officer, Chittagong, has given notice that the following depth of water was found in the channels by soundings taken on the 29th and 30th November 1906—

				Ft.	In.
Track No. 1—Outer bar—					
Disc on diamond	...	...	...	14	0
Track No. 2—Inner bar—					
Disc on diamond	...	...	...	11	6
Batten beacon on pillar	...	...	...	11	6
Track No. 3—					
Triangle on cross and ball	...	...	...	16	6
Track No. 4—Guptakhally crossing—					
Tripod on cross and ball and diamond	...	...	...	20	0

## INDIA, WEST—SIND COAST.

*Karachi harbour—Removal of Deep Water Point mooring buoy.*

No. 469 (third publication).—The Bombay Government has given notice (No. 125, dated 28th November), that the Deep Water Point Mooring Buoy, Karachi Harbour, has been removed and will not be replaced until further notice.

This notice affects the following Admiralty Chart :—*Karachi Harbour*, No. 40; also *West Coast of Hindustan Pilot*, 1898, page 304, and *Supplement 1903*, page 19.

## EASTERN ARCHIPELAGO—BORNEO, SOUTH-EAST COAST.

*Pulo Laut strait—Light-buoy established.*

No. 470 (third publication).—With reference to Notice to Mariners No. 226, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 1271 of 1906) that a light-buoy exhibiting a *white occulting light, every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds*, has been established in a position situated about one mile S. 75° E. from Petang point, in the southern entrance to Pulo Laut strait.

Approximate position, lat. 3° 37' S., long. 115° 57½' E.

(Variation 2° Easterly in 1906.)

This Notice affects the following Admiralty Charts :—*Makassar strait*, No. 2637; *plan of Pulo Laut strait* on chart No. 2662; also *Eastern Archipelago*, part II, 1904, page 277.

## CHINA, NORTH—MANCHURIA, SOUTH COAST.

*Cambrian or Lakhutan cove.—Non-existence of shoal.*

No. 471 (third publication).—With reference to notice to Mariners No. 498, dated 12th December 1905, issued by this Office, the British Admiralty has given further notice (No. 1272 of 1906) that the rock reported by the S.S. *Ishibashi Maru* off Cambrian cove, as situated in a position 12 cables S. 73° W. from the rock off the south-eastern extremity of South Entry point, in the approach to Talien hwan bay, has been repeatedly and carefully searched for at a distance of 2 cables in all directions around the assigned position without any indication being found of its existence, the general depths in the locality being 17 fathoms over mud, sand, and shells bottom. This rock has therefore been erased from the charts.

Approximate position, lat. 38° 51' N., long. 121° 40½' E.

NOTE.—The Japanese name for the Talien islands to the westward of Cambrian cove is Dairen, and this has now been adopted on chart No. 1798.

(Variation 4° Westerly in 1906.)

This Notice affects the following Admiralty Chart :—*Kwang tung peninsula*, No. 1791; also, *China Sea Directory*, vol. III, 1904, page 590.

**EASTERN ARCHIPELAGO—MALAY PENINSULA, WEST COAST—SIAM, PUKET OR TONGKA HARBOUR.**

*Goh Tapaunoi light—Temporary alterations.*

No. 472 (third publication).—The British Admiralty has given notice (No. 1273 of 1906) that Goh Tapaunoi white flashing light, Tongka harbour, will be temporarily replaced by a white fixed light whilst undergoing repairs.

Approximate position, lat.  $7^{\circ} 50\frac{1}{2}'$  N., long.  $99^{\circ} 25\frac{1}{2}'$  E.

Further Notice will be given as necessary.

This notice temporarily affects the following Admiralty Chart:—Puket or Tongka harbour, No. 843; Also, List of Lights, part VI, 1906, No. 383; Bay of Bengal Pilot, 1901, page 434; and China Sea Directory, vol. I, 1896, page 117.

**PACIFIC OCEAN—SULU SEA—THE PHILIPPINE ISLANDS.**

*Basilan strait—Shoal inserted on Charts.*

No. 473 (third publication).—The British Admiralty has given notice (No. 1274 of 1906) that as a shoal with a depth of  $3\frac{1}{2}$  fathoms over it appears on the United States Government chart of Basilan strait, situated on chart No. 961 in approximately lat.  $6^{\circ} 46' 0''$  N., long.  $122^{\circ} 4' 20''$  E., it has been inserted on the Admiralty charts in this position.

NOTE.—The authority for this danger is a Spanish chart corrected to 1895.

This Notice affects the following Admiralty Charts:—Sulu Archipelago, Nos. 2576, 928; Basilan strait, No. 961; Also, Eastern Archipelago, part I, 1890, page 99.

**EASTERN ARCHIPELAGO—JAVA, NORTH COAST.**

*Pamanukan rock—Buoy replaced by light-buoy.*

No. 474 (third publication).—With reference to Notice to Mariners No. 226, dated 26th June 1906, issued by this office, the British Admiralty has given further notice (No. 1275 of 1906) that the black bell buoy surmounted by a ball marking Pamanukan rock, has been replaced by a light-buoy painted black, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds.

Approximate position, lat.  $6^{\circ} 1'$  S., long.  $107^{\circ} 52\frac{1}{2}'$  E.

This Notice affects the following Admiralty Chart:—Java, No. 1653; Also Eastern Archipelago, part II, 1904, page 97.

**EASTERN ARCHIPELAGO—JAVA ISLAND, EAST COAST—SURABAYA STRAIT**

*Kleta reef.—Beacon erected.*

No. 475 (third publication).—The British Admiralty has given notice (No. 1292 of 1906) that an iron screwpile beacon, painted in black and red horizontal bands, with a truncated cone as a topmark, has been erected in a depth of 2 feet on Kleta reef, in the eastern entrance to Surabaya strait, in a position situated at a distance of  $6\frac{1}{8}$  miles S.  $42^{\circ}$  E. from Larangan mosque.

Approximate position on chart No. 934, lat.  $7^{\circ} 19\frac{1}{2}'$  S., long.  $112^{\circ} 52'$  E.

Variation  $2^{\circ}$  Easterly in 1906.

This notice affects the following Admiralty Charts:—Java, No. 1654, Surabaya strait on chart No. 934; Also, Eastern Archipelago, Part II 1904, page 127; and Supplement, 1906, page 11.

JAPAN SEA—PETER THE GREAT BAY—VLADIVOSTOK APPROACH.

*Cape Gamova light—Further particulars given, Askold island—Pilot station.*

No. 476 (third publication).—With reference to Notice to Mariners No. 402, dated 20th October, issued by this office, the British Admiralty has given further notice (No. 1293 of 1906) that a *white group flashing light* showing groups of *two flashes*, each group being of about *two seconds' duration, every ten seconds*, elevated 210 feet above high water, and visible from a distance of 16 miles, has been established on cape Gamova, Vladivostok approach. The light, which is of the 2nd order, is shown from a lighthouse 48 feet high.

A siren worked by compressed air and a bell have been established on the southern end of the cape; during thick or foggy weather the siren will give one blast of four seconds' duration *every minute*, and the bell probably worked in accordance with the Russian uniform system.

Approximate position, lat.  $42^{\circ} 33\frac{1}{2}'$  N., long.  $131^{\circ} 12\frac{1}{2}'$  E.

Also, that it is no longer now requisite to make cape Gamova when approaching Vladivostok, but it is equally safe to make Askold island, and, obtaining a pilot from thence, to approach Vladivostok by the eastern entrance to the Eastern Bosphorus strait.

Approximate position, Askold light, lat.  $42^{\circ} 44'$  N., long.  $132^{\circ} 22'$  E.

*This Notice affects the following Admiralty Charts:—Kuril islands, No. 2405; Tumen Uta to Strelak bay, No. 2432; Trinity bay to the Eastern Bosphorus, No. 511; Also List of Lights, part VI, 1906, page 189, No. 1156; and Sailing Directions for Japan, &c., 1904, page 162, 191.*

AUSTRALIA, SOUTH—GULF OF ST. VINCENT—BACKSTAIRS PASSAGE.

*Yatala shoal—Buoy established.*

No. 477 (third publication).—The British Admiralty has given notice (No. 1298 of 1906) that, on or about the 24th of that month, a spherical buoy, painted in red and white horizontal bands, and surmounted by a half globe, base downwards, would be moored in a depth of 5 fathoms on the north-western side of Yatala shoal, Backstairs passage. The exact position of this buoy is not given, but it has been placed on the chart at a distance of  $4\frac{1}{8}$  miles N.  $19^{\circ}$  E. from cape St. Alban.

Approximate position, lat.  $35^{\circ} 44\frac{1}{2}'$  S., long.  $138^{\circ} 9\frac{1}{2}'$  E.

(Variation  $5^{\circ}$  Easterly in 1906.)

*This Notice affects the following Admiralty Charts:—Gulf of St. Vincent, &c., No. 2389a; Backstairs passage, No. 25; Also Australia Directory, vol. I, 1897, page 308.*

AUSTRALIA—NEW SOUTH WALES.

*Port Jackson—Fog Signals altered.*

No. 478 (third publication).—With reference to Notice to Mariners No. 286, dated 29th July 1905, issued by this office, the British Admiralty has given further notice (No. 1299 of 1906) that the fog bells at Bradley head, fort Denison, and Dawes point, in port Jackson, will in future be sounded continuously during thick or foggy weather, and not as described in the above-mentioned Notice.

Approximate position, fort Denison, lat.  $33^{\circ} 51\frac{1}{2}'$  S., long.  $151^{\circ} 13\frac{1}{2}'$  E.

*This Notice affects the following Admiralty Charts:—Port Jackson, No. 1069; Woolloomooloo, &c., No 1890; Also List of Lights, part VI, 1906, Nos. 1364a, 1365, 1366a; Australia Directory, vol. I, 1897, pages 824, 829; vol. II, 1898, pages 59, 62, 63.*

ST. L. S. WARDEN, COMDR., R.N.M.,  
Port Officer of Calcutta.

The 3rd December 1906.



APPENDIX TO  
**The Calcutta Gazette.**

WEDNESDAY, JULY 11, 1906.

**Schedules of Estates under Charge of the Administrator-General  
of Bengal.**

PREPARED FROM 1ST JULY TO 31ST DECEMBER 1905 UNDER SECTION 44  
OF ACT II OF 1874.

INDEX.

- A.—SCHEDULE of all Administrations whereof the FINAL BALANCES have been PAID TO THE PERSONS ENTITLED to the same, specifying the amount of such BALANCES and the persons to whom paid, prepared from 1st July to 31st December 1905, under Section 44 of Act II of 1874.
- B.—SCHEDULE of all sums of Moneys, Bonds and other Securities RECEIVED by the Administrator-General on account of ESTATES, NOT being HINDUS or MUHAMMADANS, remaining under his charge, together with PAYMENTS made thereout, and the BALANCES, prepared from 1st July to 31st December 1905, under Section 32 of Act II of 1874.
- C.—SCHEDULE of all sums of Moneys, Bonds and other Securities RECEIVED by the Administrator-General on account of HINDU or MUHAMMADAN ESTATES remaining under his charge, together with the PAYMENTS made thereout, and the BALANCES, prepared up to 31st December 1905, under Section 32 of Act II of 1874.
- D.—SCHEDULE of BALANCES in the hands of the Administrator-General on the 31st December 1905, set apart to meet the ADMITTED CLAIMS of CREDITORS against the Estates therein mentioned.



**SCHEDULE A**—Of all Administrations whereof the Final Balances have been paid to the Persons entitled to the same, specifying the amount of such Balances and the Persons to whom paid, prepared from 1st July to 31st December 1905, under section 44 of Act II of 1874.

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Government securities.	Cash.	
			Rs.		Rs. A. P.	
Adams, General Sir J. W. ...	28th April 1890	4th Sept. 1905	400	.....	71 0 2	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this estate, as per account closed 30th August 1905, payable to Government under section 62 of Act II of 1874 as unclaimed.
Anthony, Mrs. Clara ...	.....	19th Oct. "	.....	.....	140 10 4	Remitted by money-order to Mr. Neno Anthony, Lahore, being the balance of this account, closed 26th August 1905, as husband and universal legatee under the will of the deceased.
Barjon, F. A., account of legacy for the poor people of Dacca.	23rd June 1874	31st July "	7,000	.....	119 11 5	Delivered and paid to A. B. Miller, Esq., the Official Trustee of Bengal, being the balance of the funds standing to the credit of this account, closed 20th July 1905, delivered and paid to him for holding them upon the Trust set forth in the will of the deceased, as per Deed of Transfer.
Beauland, J. W., share account of Mrs. Mary Beauland, deceased, mother of the deceased.	27th Jan. "	2nd Nov. "	.....	.....	84 15 4	Transferred from this account to the estate of Mrs. M. Beauland, being the amount of the balance of this account, closed 30th October 1905.
Beauland, Miss M. A., share account of Mrs. M. Beauland, deceased, mother of the deceased.	27th " "	2nd " "	100	.....	45 4 2	Transferred from this account to the estate of Mrs. M. Beauland, being the balance of this account closed 30th October 1905.
Bentley, J. ...	31st Mar. 1884	21st Dec. "	.....	.....	553 5 1	Paid, Honorary Secretary, Calcutta Free School, Calcutta, being the balance of this estate, as per account closed 12th December 1905, under the letter No. 1120, dated 9th August 1905, from the Under-Secretary to the Government of India, in pursuance of the Bond of Indemnity, dated the 23rd September 1905, executed by the Governors of the said Free School.

Best, J. R., share account of O. H. Best, one of the children of the deceased.	22nd Nov. 1865	2nd Nov. 1905	.....	29 13 8	Paid to the Comptroller-General through the Bank of Bengal, being the balance at credit of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Birch, Mrs. F. J., legacy account of the late Mrs. A. M. E. Hatch, daughter of the deceased.	28th March 1868	24th "	200	40 7 4	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Bowers, Mrs. J., legacy account of Roman Catholic Church of N. S. DeDores at Boitukkhana.	8th July 1862	14th "	.....	557 5 4	Paid Revd. B. Mascarenhas, Vicar of the Church of Nostria Senora deDores at Boitukkhana, as legatee under the Will of the deceased as per separate release executed by him, being the balance of this account, closed 17th October 1905.
Bristow, H. W., share account of the brother of the deceased.	10th Feby. 1874	.....	.....	14 11 0	Paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Bryan, Mrs. M., share account of E. A. Morris, one of the children of Mrs. E. M. Morris, predeceased daughter of the deceased.	24th Aug. 1889	7th Nov. 1905	.....	1,183 2 8	Remitted to Mr. R. Morris, Simla, being the balance of this account, closed 24th October 1905, as one of the children of Mrs. E. M. Morris, predeceased daughter of the deceased, as per separate release executed by him.
Burgess, W. T. ...	18th April 1883	1st "	.....	1 12 2	Paid to the Comptroller-General through the Bank of Bengal, being the balance of this estate payable to Government under section 62 of Act II of 1874 as unclaimed.
Carpenter, A. W. ...	14th July 1905	11th Dec. "	.....	3,399 10 7	Paid A. B. Miller, Esq., Official Trustee of Bengal, being the balance of this estate, as per account closed the 28th November 1905, payable to Mrs. Lucy Ann Moncrieff, the sole next-of-kin of the deceased, paid to him as Trustee of the marriage settlement of Mrs. L. A. Moncrieff under the Deed of Settlement, dated the 12th July 1890.
Carpenter, Mrs. S. ...	11th Aug. 1904	12th, 17th and 28th Aug. and 1st Sept. 1905.	.....	11,305 0 9	Transferred from this estate to the estate of Mr. A. W. Carpenter as husband of the deceased, being the amount of his one-third share, and paid A. B. Miller, Esq., Official Trustee of Bengal, being the amount of two-thirds share of the balance of this estate and of the further assets of this estate, as per account closed the 11th August and 28th August 1905, payable to Mrs. Lucy Ann Moncrieff as the only surviving daughter of the deceased, paid to him as Trustee under the Deed of Settlement, dated 12th July 1890, made over by her in his favour.

A

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Government securities.	Cash.	
			Rs.		Rs. A. P.	
Carrapiet, Mrs. A. J. J. Ter, share account of house No. 38, Ezra Street, in the Will, No. 42, Doomtullah Street.	4th May 1942	9th Aug. 1905	73,300	.....	257 11 9	Delivered and paid to A. B. Miller, Esq., the Official Trustee of Bengal, being the balance of the proceeds of sale of the houses Nos. 37, 38 and 39, Ezra Street, income of which, under the provision of the Will of the deceased, is payable to the Armenian Church for various purposes, as per account closed 2nd August 1905, delivered and paid to him as Trustee of the properties belonging to the Church, appointing, under decree of Court, dated the 17th July 1896, in suit Apear and others <i>versus</i> Malcolm and others, for holding in trust for the said church.
Carrapiet, Mrs. A. J. J. Ter, share account of house No. 39, Ezra Street, in the Will, No. 41, Doomtullah Street.	4th "	28th July "	500	.....	97 12 4	Transferred from this account to the share account of house No. 38, Ezra Street, in the Will, No. 42, Doomtullah Street, for disposal in that account, being the balance of this account closed 28th July 1905.
Carrapiet, Mrs. A. J. J. Ter, share account of house No. 53, Ezra Street, in the Will, No. 60, Doomtullah Street.	4th "	7th Aug. "	27,100	.. ..	362 13 2	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account, closed 4th August 1905, payable to Government under section 62 of Act II of 1874 as unclaimed.
Cecil, J. B.	25th March 1904	6th July "	.....	.....	7,321 8 7	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to Mrs. Gertrude Cecil, being the balance of this estate, as per account closed 28th June 1905, payable to her towards payment of £500 under the Intestate Estates Act of 1890, as widow of the deceased.
Cohen, Mrs. Sarah Mulka, share account of Mr. S. J. Cohen, husband of the deceased.	24th Nov. 1903	26th Sept. "	.....	.....	80 15 3	Paid Mr. Sassoon J. Cohen, being the balance of this account, closed 26th September 1905, paid to him as husband of the deceased, as per separate release executed by him.

Cornelius, G. E. ...	...	...	3rd April 1886	4th Sept. 1905	700	.....	82 14 3	Delivered and paid to Sreemutty Subsoondery Dasee, Amrito Lall Dutt, Prem Lall Dutt and Hem Lall Dutt, being the balance of this estate, as per account closed 16th August 1905, paid to them in part satisfaction of their claim against this estate under decree of Court, dated the 1st June 1886, in suit No. 98 of 1886, Sham Lall Dutt and others <i>versus</i> Administrator-General of Bengal and Kanny Lall Dutt
Courtenay, Miss L. B., account of the English Executors	...	...	28th July 1904	31st Aug. "	.....	Sundry shares, 116	.....	Transferred and delivered to C. Bell, L. D. Nicholson and A. M. Poynter, through the National Bank of India, Limited, as Executors of the deceased in England, being the balance of this account, closed 31st August 1905.
Cohen, Sarah Mulka, account of houses Nos. 10, 11 and 12, Ezra Street.	...	...	24th Nov. 1903	11th Dec. "	500	...	323 8 6	Delivered and paid to Mrs. Seemoh and J. J. Judah Ezekiel, being the balance of this account, closed 4th November 1905, as mother of the deceased, allotted to her under the order of Court, dated the 16th January 1905.
DeSilva, John Emmanuel	...	...	2nd Dec. 1956	21st Sept. "	700	.....	22 14 8	Delivered and paid to A. B. Miller, Esq., Official Assignee, Bengal, being the balance of the funds of this estate, as per account closed 19th September 1905, as the Assignee of the insolvent estate of the deceased.
Dingavan, Assistant Surgeon. S. G.	...	...	21st April 1908	14th Aug. "	.....	.....	351 12 0	Remitted to the Collector and Deputy Commissioner, Rawalpindi, being the balance of the funds of this estate as per account closed 21st July 1905, payable to George Stanley Dingavan, Charles Cyril Dingavan, Henry Jenkins Dingavan and Miss Muriel Florence Dingavan, minor children and next-of-kin of the deceased, paid to him as guardian of person and property of the said minor children of the deceased appointed by an order of the District Judge of Rawalpindi, dated 1st February 1905.
Douglas, J. C. ...	...	...	8th August 1888	21st Dec. "	.....	.....	19 11 6	Paid Bank of Bengal for a set of demand bills in favour of the Official Agent to the Administrators-General in India, India Office, London, for payment to E. A. Runtz, Esq., being the balance at credit of this estate as the Executor and Trustee of the deceased in England.
Mr Douglas, Mrs. A. M.	...	...	8th Feby. 1889	18th "	.....	.....	0 14 8	Paid Comptroller-General through Bank of Bengal, being the balance of this estate payable to Government under section 62 of Act II of 1874 as unclaimed.

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Government securities.	Cash.	
			Rs.		Rs. A. P.	
Durant, Major-General J. ... ..	13th June 1893	21st Dec. 1905	.....	.....	11 1 4	Transferred from this estate to the estates of William Wheatley Baker, Henry Frederick Baker and Mrs. Charlotte Dyer, the children or Colonel and Mrs. Baker, their respective one-third shares of the balance of the further asset of the estate of the deceased, the surviving Trustees of the Settlement, dated 21st November 1901, made by Colonel F. Wilford, for C. C. Wilford afterwards C. C. Baker, and her children, as per account closed 19th December 1905.
Dickinson, F. B., share account of Miss M. F. J. Robertson, one of the minor nieces of the deceased.	3rd June 1904	21st Sept. "	.....	.....	1,463 13 7	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to Mr. F. M. Dicey, A. C. Burnett, Mr. B. B. Dickinson and Mr. M. H. Stow, being the balance of this account, closed 19th September 1905, as the executors and trustees of the Will of John Robertson, deceased, and the guardians by the said Will, duly proved on the 10th September 1901, of the personal properties of Mrs. M. F. J. Robertson, minor daughter of the said John Robertson, deceased, as such niece and one of the next-of-kin of the deceased.
Dickinson, F. B., share account of J. H. M. Robertson, a minor nephew of the deceased.	3rd "	21st "	.....	.....	1,463 10 7	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to Mr. F. M. Dicey, A. C. Burnett, Mr. B. B. Dickinson and Mr. M. H. Stow, being the balance of this account, closed 19th September 1905, payable to them as executors and trustees of the Will of Mr. J. H. M. Robertson, a minor son of the said J. Robertson, as such nephew and one of the next-of-kin of the deceased.

<i>Dolby, Mrs. M. A.</i>	...	...	9th July 1905	2nd Oct. "	.....	1,274 5 8	Remitted by cheque on Bank of Bengal to Major R. H. Dolby, Meerut, to G. Dolby, Bandekie, Mrs. M. A. Harboun, Secunderabad, and Mrs. Elizabeth Geddes, Chunar, being their respective one-fourth share of the balance of this estate, as per account closed 1st August 1905, payable to them as children and next-of-kin of the deceased, as per separate release executed by them jointly.
<i>Ephraim, A. J.</i>	...	...	21st Jan. 1878	11th Sept. "	.....	303 1 1	Delivered and paid to the Official Trustees of Bengal, being the balance of the funds standing to the credit of this estate, as per account closed 29th August 1905, delivered and paid to him for holding them upon the trust set forth in the Will of the deceased as per Deed of Transfer.
<i>Ephraim, A. J., account life interest for Khodabux and his wife.</i>	...	...	21st "	24th Aug. "	.....	153 12 10	Written back from this account to the estate of A. J. Ephraim as the transfer made from the estate account to this on the 3rd May 1879, now proved improper, being the balance of this account closed 21st August 1905.
<i>Ephraim, A. J., account of the poor and needy members of the Armenian Church of Calcutta.</i>	...	...	21st "	24th " "	.....	166 10 9	Written back from this to the estate account as the transfer made from the estate account to this on 3rd May 1879, now proved improper, being the balance of this account, closed 21st August 1905.
<i>Fenton, J. E.</i>	...	...	8th March 1905	26th Oct. and 23rd Nov. 1905	.....	3,256 12 7	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India, India Office, London, for payment to W. G. Fenton as one of the brothers and next-of-kin of the deceased and remitted by cheque to Miss Gladys Sperling as god-child of the deceased and G. W. Fenton as one of the brothers and next-of-kin of the deceased by their constituted Attorney, L. Herbert, Esq., Bombay, being their respective one-third shares of the balance of this estate, as per account closed 23rd October 1905, as per separate release executed by them.
<i>Faneus, John</i>	...	...	13th June 1870	17th July 1905	.....	11 4 7	Paid Comptroller-General through Bank of Bengal for credit of Government of India, being the balance of further assets of this estate, payable under section 28 of Act X of 1865 as cashed under head Law and Justice.
<i>Feol, F. J., share account of Alfred Aloysius Feol, one of the sons of the deceased.</i>	...	...	20th May 1903	5th Sept. "	.....	55 1 11	Delivered and paid to Mr. A. A. Feol, being the balance of this account, closed 2nd September 1905, as one of the children of the deceased.
<i>Firth, H. A., share account of Miss M. A. Firth</i>	...	...	Taken charge, 10th May 1873.	23rd Nov. "	.....	45 6 11	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 36 of Act II of 1874 as unclaimed.



# A

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Govern-ment securities.	Cash.	
			Rs.		Rs.   A.   P.	
Fraser, John     ...     ...	25th Mar. 1893     ...	16th and 24th Aug. 1905.	.....	.....	107   1   0	Transferred from this estate to the estate of Captain John Fraser, as father and one of the next-of-kin of the deceased, his one-half share, and paid Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India, India Office, London, for payment to Captain James Wilson Fraser and Captain T. Fraser, as brothers and next-of-kin of the deceased their two respective one-fourth shares of the balance of this estate as per account closed 3rd August 1905.
Fraser, Captain John     ...     ...	4th Nov. 1901     ...	24th Aug. 1905	.....	.....	51   14   10	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to Mrs. Catherine Fraser as the sole Trustee and Executrix in Scotland of the deceased's Trust disposition settlement and three codicils, being the balance of the further assets of this estate as per account closed 3rd August 1905.
Fraser, John Gordon     ...     ...	11th Feb. 1893     ...	31st Aug. and 26th Sept. 1905.	.....	.....	3,144   13   3	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to Mrs. Catherine Dugan, Miss Hannah Fraser, Mrs. Annie Harris, Mary Fraser and Jessie Douglas, as sisters of the deceased, their respective one-seventh shares, and Miss Alexandra Isabella Mackenzie, Mr. George Mackenzie, Miss Geddes Margaret Mackenzie and Mr. Alexander George Mackenzie, as nephews and nieces of the deceased their respective one-fifth of one-seventh shares, and transferred from this estate to the estate of Peter Fraser, as one of the next-of-kin of the deceased, his one-seventh share and to the estate of Kenneth Thomas Mackenzie, as one of the children of Mrs. Isabella Mary Mackenzie the predeceased sister of the deceased, the amount of his one-fifth of one-seventh share of the balance of this estate as per account closed 29th August 1905.

Gardner, Seth, share account of Jessie Frederick Gardner, son of the deceased.	10th May 1892	19th Aug. 1906	100	.....	39 14 4	Transferred from this account to the estate of Jessie Frederick Gardner, being the balance of this estate, closed 17th August 1905.
Gardner, Jessie Frederick	.....	18th Dec. "	.....	.....	185 6 7	Transferred from this to the estate of J. F. Gardner account for Christopher Gardner, Charles Henry Francis Gardner and Esther Mary Wilson, <i>etc</i> Gardner, the three brothers and sister of the deceased, being the amount of their three equal shares of the balance of this estate, as per account closed 16th October 1905.
Gibson, Mrs. Mary	28th April 1886	3rd Aug. "	.....	.....	270 1 10	Paid Comptroller-General through Bank of Bengal, being the balance of this estate payable to Government under section 62 of Act II of 1874, as unclaimed.
Grant, Colonel R. J. G.	.....	14th Dec. "	....	.....	2,788 10 0	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India, India Office, London, for payment to Revd. Charles Nasson Sutton and W. G. Simpson, Esq., being the balance of this estate, as per account closed 11th December 1905, payable to them as the executors of the will of the deceased in England, as per separate release executed by them.
Grant, Charles	10th Sept. 1880	29th Sept. "	.....	.....	90 11 8	Paid Comptroller-General, being the balance of further assets of this estate payable to Government under section 62 of Act II of 1874 as unclaimed.
Hagne, G. P., share account of T. L. Hagne, brother of the deceased.	.....	7th " "	.....	.....	2,275 9 2	Paid to the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to Mr. F. S. Solomon, being the balance of this account, closed 28th August 1905, payable to him as the trustee in the bankruptcy of Mr. T. L. Hagne, brother of the deceased, as per separate release executed by him.
Haram, Mrs. Elizabeth, share account of Robert Haram	7th Oct. 1871	24th Nov. "	4,100	.....	188 2 4	Delivered and paid Comptroller-General through Bank of Bengal, being the balance of this amount payable to Government under section 62 of Act II of 1874 as unclaimed.
Harrison, Joseph	.....	25th Sept. "	.....	.....	5 3 2	Paid Comptroller-General through the Bank of Bengal, being the amount of further asset realized in this estate, payable to Government under section 62 of Act, II of 1874, ■ unclaimed.
Hart, A., share account of G. Hart (New account)	.....	15th Dec. "	300	.....	25 4 0	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Government securities.	Cash.	
			Rs.		Rs. A. P.	
Hexter, Mrs. Mary	...	5th, 7th, 9th, 19th, 28th and 30th Aug. and 1st Sept. 1905.	.....	.....	10,765 13 3	Paid to Mrs. James Brennen for payment to Mr. Regina Brennen, one of the sisters of the deceased, her one-sixth of half-share, being her husband and Administrator to her estate; to Mrs. Eliza Ewing, as one of the sisters and next-of-kin of the deceased, her one-sixth of half-share and that of Mrs. S. G. Lucas, being her executrix and administratrix to the estate of Mrs. E. S. G. Lucas, deceased; and paid to Mrs. Anna Notman by her constituted attorney, Mr. W. J. Simons, as one of the sisters and next-of-kin of the deceased, her one-sixth of half-share and transferred from this estate to the estate of Henry Hexter, as husband of the deceased, the amount of half-share and to the estate of Joseph Stephen Lucas and Mrs. Sarah Carpenter, as brother and sister of the deceased, their respective one-sixth of half-share of the balance of this estate and of the further assets of this estate, as per account closed 3rd August and 26th August 1905.
Jones, Mrs. A. M., share account of the children	18th Mar. 1872	4th Aug. 1905	2,400	.....	84 6 7	Delivered and paid to Comptroller-General through Bank of Bengal being the balance of the funds of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Kitchen, Captain S. D. B.	9th Dec. 1902	2nd Nov. "	.....	.....	702 10 4	Paid to Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrators-General in India at the India Office, London, for payment to the Right Hon'ble the Secretary of State for India in Council, being the balance of this estate, as per account closed 26th October 1905, to be held at His Lordship's disposal in accordance with section 84 of the Regulations under the Regimental Debts Act of 1898.

Lackenstein, G. F., share account of Mrs. Elfrida Wollaston.	31st Oct. 1877	.....	1,200	.....	74 9 9	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Lee, Mrs. C. E. D. R.	.....	17th July 1905	100	.....	88 2 8	Transferred from this account to the estate of Mrs. Clara Anthony, being the balance of this estate, as per account closed 15th July 1905, payable to Mrs. Clara Anthony as sister of the deceased.
Lee, Captain W. W.	.....	11th "	.....	.....	37 2 0	Transferred from this estate to the estate of Mrs. C. E. D. R. Lee, being the balance of this estate, as per account closed 10th July 1905.
Lyons, Apothecary A., share account of Mrs. C. W. Lyons.	1st Feb. 1880	1st Aug.	.....	.....	1,786 2 4	Paid to Mrs. C. W. Lyons, being the balance of this account, closed 30th June 1905, as one of the children and next-of-kin of the deceased, as per separate release executed by her this day.
Macrae, Mrs. Mary, legacy account of Mrs. Anne Cummins.	16th Sept. 1879	18th Sept.	200	.....	78 5 8	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Marshall, Mrs. E. S.	7th Aug. 1889	18th Nov.	11,200	.....	872 6 10	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this estate payable to Government under section 62 of Act II of 1874 as unclaimed.
Melville, William	21st Feb. 1850	4th Sept.	2,000	.....	85 10 7	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Melville, William, on account of Asiatic Annuity Company.	21st "	4th "	25,300	.....	484 2 9	Ditto ditto
Melville, William, on account of annuity for Sarah Waterman.	21st "	4th "	1,200	.....	73 5 8	Ditto ditto
Millard, Captain W. S.	12th Oct. 1871	26th Aug. and 17th Oct. 1905.	.....	...	121 13 0	Paid Mrs. E. J. Briddon, Mrs. J. E. Croickshank and Mrs. Ellen Huntley, by their Attorney, Secretary and Treasurer of the Bank of Bengal, being their respective one-eighth shares of the balance of the further assets of this estate, as per account closed 22nd May 1884, paid to them as daughters and legatees under the will of the deceased.

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Government securities.	Cash.	
			Ra.		Ra. A. P.	
Milne, William, legacy account of Joymutty Asanene	20th Jan. 1888	9th Sept. 1905	700	.....	99 11 2	Delivered and paid to the Comptroller-General, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Marria, Thomas, share account of the widow and children of John Marria.	3rd Oct. 1860	9th "	100	.....	94 8 3	Ditto ditto
Mountjoy, Dr. J. W.	8th Dec. 1881	24th Aug. "	.....	.....	417 1 5	Paid to the Bank of Bengal, being a further remittance on account of the funds of this estate, representing portion of the amount retained for payment of the costs of Messrs. Dignam, Robinson and Sparks in this estate, as per account closed 2nd August 1905, for payment to Dr. R. K. Gildard as the executor of the deceased.
Myers, B., share account of Baseline Edith Mary Martin.	1st July 1892	15th July "	.....	.....	161 9 6	Paid to Mrs. R. E. M. Martin, being the balance of this account, closed 23rd June, 1905 as one of the daughters and next-of-kin of the deceased.
Melville, Captain A. B.	.....	12th "	.....	200	132 11 7	Transferred from this estate to the estate of Mrs. L. Melville, being the balance of the further assets of this estate, as per account closed 12th July 1905, as widow and residuary legatee under the will of the deceased.
Melville, Mrs. L.	.....	27th "	.....	.....	823 7 2	Paid to the Bank of Bengal for payment to Mrs. E. S. Nicholas, being the balance of the further assets of this estate, as per account closed 26th July 1905, as the legatee under the will of the deceased.

O'Halloran, William	...	...	22nd Feb. 1894	16th Nov. 1905	.....	.....	181 14 3	Paid into the Bank of Bengal for two sets of demand bills in favour of the Official Agent of the Administrator-General in India at the India Office, London, for payment to Mr. P. O'Halloran, being the balance of the further assets of this estate as per account closed 15th November 1905, payable to him as the Administrator for the time being to the deceased's estate in England.
Osborne, Mrs. Maria, legacy account of J. George Johnstone.	.....	.....	.....	15th Dec. "	7,700	.....	292 10 2	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Orford, H. J.	...	...	.....	27th Sept. "	.....	.....	98 12 7	Paid into the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrator-General in India at the India Office, London, on account of this estate, paid to William Richard Orford, Esq., being the balance of this estate as per account closed 25th September 1905, as the father of the deceased.
Palmer, Charles Barber, share account of J. M. Palmer, widow of the deceased.	9th Feb. 1893	15th Dec.	4,100	.....	6 10	.....	Transferred from this account to the estate of J. M. Palmer, being the balance of this account closed 13th December 1905.	
Percival, Mrs. G. P.	...	.....	.....	30th Sept. "	.....	.....	10,575 2 8	Transferred from this estate to the estate of Mrs. G. P. Percival share accounts of Thomas W. H. Graham, Arnold B. E. Graham and Miss Grace J. L. Graham, children of the deceased, being the balance of their respective one-third shares of the balance of this estate as per account closed 29th September 1905.
Peters, Louis C. E.	...	.....	.....	16th and 25th Aug. and 21st Sept. 1905.	.....	.....	610 12 1	Paid Mary Selina Peters, Ada Dorothea Wells, Edith Maud, Master Charles E. Peters and A. H. Peters, Esq., as children and next-of-kin of the deceased, being the amount of their respective one-fifth shares of the balance of this estate as per account closed 7th August 1905.
Pfeiffer, Emil	...	18th July 1885	15th Dec. 1905	300	.....	.....	104 6 3	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government, under section 62 of Act II of 1874, as unclaimed.
Poulson, John, life-interest account of Mrs. E. A. Poulson, widow and legatee under the Will of the deceased.	18th Nov. 1867	18th "	2,200	.....	85 4 10	Ditto	ditto	
Popham, Major-General George Munro	4th Sept. 1838	15th "	200	.....	35 13 9	Ditto	ditto	



## A

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as bonds or other securities not being Government securities.	Cash.	
			Rs.		Rs. A. P.	
Peddle, Mrs. M. Graham	.....	14th Sept. 1905	.....	.....	2,283 3 2	Paid into the Bank of Bengal for a set of demand bills in favour of the Official Agent of the Administrator-General in India for payment to Wm. Nevien, Esq., as executor <i>datine ad omnia</i> to the estate, as per separate release executed by him, being the balance of this estate as per account closed 12th September 1905.
Read, Captain James, share account of James Read, son of the deceased.	9th June 1870	18th Dec. "	1,100	.....	109 13 5	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Read, Captain James, share account of Thos. Read, son of the deceased.	9th "	18th "	1,100	.....	109 13 3	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Reynolds, Eva L.	.....	17th Nov. "	.....	.....	3,300 7 10	Paid by a cheque for a draft on the Union Bank, Melbourne, Australia, to James Reynolds, Esq., being the balance of this estate as per account closed 1st August 1905, paid to him as administrator of the deceased's estate in Australia.
Sarkies, J. C., share account of N. Pogose	1st June 1878	27th Sept. "	.....	.....	1,626 15 5	Paid N. Pogose by his Attorney K. T. Upton, being the balance of this account closed 8th July 1905 as one of the residuary legatees under the Will of the deceased and as assignees of one-seventh share of J. S. N. Pogose, one of the legatees under the Will of the deceased, as per separate release executed by him this day.
Sarkies, P. J., account for the next-of-kin of the deceased.	3rd Aug. 1869	9th "	4,600	.....	95 0 0	Delivered and paid to the Comptroller-General, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.

Scott, J. L. T., share account of J. E. Scott, one of the brothers of the deceased.	14th Aug. 1867	16th Sept. 1905	1,700	.....	48 0 6	Transferred from this account to the account Mr. J. E. Scott, he having died in 1878, being the balance of this account closed 6th September 1905.
Scott, G. L. T., share account of Miss A. C. Scott, sister of the deceased.	14th "	16th "	1,700	.....	48 12 8	Transferred from this account to the account of Miss A. C. Scott, she having died in 1893, being the balance of this account closed 6th September 1905.
Smith, Miss Harriet J. H.	30th Nov. 1892	12th Dec. "	400	.....	105 9 2	Paid to the Comptroller-General through the Bank of Bengal, being the balance of this estate payable to Government under section 62 of Act II of 1874 as unclaimed.
Smith, W. A. P., life-interest on account of Miss C. J. Smith, sister of the deceased.	20th Aug. 1891	15th Sept. "	18,200	...	535 6 4	Delivered and paid to the Secretary and Treasurer, Bank of Bengal, being the balance of this account closed 6th September 1905, payable to Mrs. E. J. Smith as the widow and residuary legatee under the Will of the deceased, delivered and paid to him as her constituted Attorney and his admitting the correctness of the account.
Stewart, Mrs. Margaret	.....	1st July "	.....	.....	7,793 5 4	Paid Mr. A. L. Stewart and Mrs. A. M. M. Firth by their constituted Attorney William Withall, being their respective one-half shares of the balance of the further assets of this estate as per account closed, 28th June 1905 as next-of-kin of the deceased.
Thomas, Harry Parry	22nd Feb. "	30th Aug. and 14th Sept. 1905	.....	.....	2,112 5 8	Paid Mr. W. W. Laws, being the balance of the one-third share of Anny Geraldine Thomas and that of Harry Clifford Thomas, children and legatees under the Will of the deceased (paid to him as their guardian appointed by the order of High Court, dated 25th May 1905) and paid Alice May Thomas as one of the daughters and legatees under the Will of the deceased her one-third share of the balance of this estate as per account closed 26th August 1905.
Townsend, C. H.	.....	21st Dec. 1905	.....	.....	4,504 7 2	Paid to the Bank of Bengal for a set of demand bills of exchange in favour of the Official Agent to the Administrator-General in India, India Office, London, for payment to Erice Johnson, Esq., as the lawful Attorney of Frank Stanley Townsend, Administrator of the deceased's estate in England, as per separate release executed by him, being the balance of this estate as per account closed 18th December 1905.
Turner, W. B.	29th March 1905	21st and 22nd Dec. 1905.	17,500	45 debentures and shares.	1,422 3 6	Transferred from this estate to the estate of W. B. Turner, share account of Martha, her one-third share, and delivered and paid to R. B. Turner, Attorney for Janet Fleming, and for Jane Wilson, their two respective one-third shares of the balance of this estate as per account closed 16th December 1905, transferred, delivered and paid to them as residuary legatees under the Will of the deceased.

ESTATES.	Date of Administration.	Date of Payment.	PAYMENTS.			PARTIES TO WHOM PAID.
			Government Securities.	Bank or other stock, as well as securities not being Government securities.	Cash.	
			Rs.		Rs. A. P.	
Vyall, Miss A.	27th Mar. 1905	5th July and 15th Sept. 1905.	800	.....	207 2 2	Paid Mr. E. M. Vyall as one of the brothers of the deceased, being the amount of his one-sixth share and five-sixths share of the balance of the estate of Miss A. Vyall surrendered by five next-of-kin of the deceased to Arthur Vyall transferred from this estate to estate Miss A. Vyall, share account of Arthur Vyall as per account closed 3rd July 1905.
Wilcox, Edwin	.....	14th and 17th August 1905.	.....	.....	19,699 6 9	Transferred from this estate to the estate of Edwin Wilson account of the next-of-kin of the deceased, the amount of six-sevenths share and paid to the Bank of Bengal for payment to Miss Isabel Jane Wilcox as sister and next-of-kin of the deceased her one-seventh share of the balance of this estate as per account closed 12th August 1905.
William Thomas Scourfield, account for the next-of-kin of the deceased.	26th May 1856	19th Dec. 1905	12,800	.....	262 13 7	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this account payable to Government under section 62 of Act II of 1874 as unclaimed.
Williamson, R. A., share account of C. J. N. Williamson, son of the deceased.	16th Aug. 1889	7th "	.....	.....	7,228 15 4	Paid into the Bank of Bengal for payment to Mr. A. J. N. Williamson, being the balance of this account closed 30th November 1905 as one of the children and next-of-kin of the deceased, on his executing a separate release.
Wright, Dr. G. V.	.....	19th "	400	.....	92 2 0	Delivered and paid to the Comptroller-General through the Bank of Bengal, being the balance of this estate payable to Government under section 62 of Act II of 1874 as unclaimed.

Wyatt, Miss F. A., share account of Mrs. N. B. Simpson, one of the children of Mrs. L. L. Simpson, deceased, a sister of the deceased.	.....	3rd Aug. 1905	.....	235 15 11	Remitted to Mrs. N. B. Simpson, Prague, being her one-sixth of one-fifth share of the balance of the estate of Miss F. A. Wyatt as per account closed 17th January 1905, paid to her as one of the children of L. L. Simpson, a deceased sister and one of the next-of-kin of the deceased.
Wood, W. E. J. ... ..	.....	15th " "	8,000	234 7 3	Delivered and paid to Mrs. Helen Frances Schofield, being the balance of this estate as per account closed 10th July 1905, paid to her as the only sister and sole heiress of the deceased.
Williams, Mrs. A. K., share account of Robert Gordon Porthouse, a son by the deceased's first marriage.	.....	21st Dec. "	8,100	143 2 2	Delivered and paid to R. G. Porthouse as a son of the deceased, being the balance of this account closed 13th November 1905, as per separate release executed by him this day.
Bolye Chand Dutt ... ..	.....	16th " "	35,100	138 14 2	Transferred from this estate to the estate of Bolye Chand Dutt, residuary account for performance of the bequest of the Will of the deceased, being the balance of this estate as per account closed 2nd October 1905.

HENRY T. HYDE,  
Administrator-General of Bengal.

**SCHEDULE B** of all sums of Moneys, Bonds and other Securities received by the Administrator-General on account of Estates not being HINDUS or MUHAMMADANS remaining under his charge, together with Payments made thereout, and the Balances, prepared from 1st July to 31st December 1905, under Section 32 of Act II of 1874.

ESTATES.	Date of administration.	Balance on 1st July 1905.				Receipts up to 31st December 1905.				Total.		Payments from 1st July to 31st December 1905.				Balance on 31st December 1905.			
		Government Securities.		Cash.		Government Securities.		Cash.		Rs.	A. P.	Government Securities.		Cash.		Rs.	A. P.	Government Securities.	
		Rs.		To Credit.	To Debit.	Rs.		Rs.				Rs.		Rs.				Rs.	
A	Abraham, J. T. ... ... life-interest account of three brothers and sister of the deceased ... ... account for grandson or grandsons of the deceased ... ... legacy account of Mrs. M. C. David (widow), of Julpha ... ... legacies for religious and charitable purposes ... ... legacy account of A. C. Ter Abraham alias A. C. Seth, of Punjab ... ... legacy account of Isaac Ter Abraham Ter Carapiet, of Punjab ... Adam, J. H. ... Mrs. Sarah ... Adams, General Sir J. W. ... ... Miss G. W. ... ... interest account of J. B. E. Bouches ... G. T. P. D. ... Ade, Lieutenant-Colonel ...	27 Sept. 94 Ditto Ditto Ditto Ditto Ditto Ditto Ditto Ditto Ditto Ditto 28 April 80 ..... ..... 5 May 99	0 7300 7300 600 1800 300 0 1700 500 9200 700 0	... ... ... ... ... ... ... ... ... ... ... ... ... ...	6 4 0 75 1 6 85 11 7 6 9 1 93 12 9 65 11 7 51 12 9 129 9 9 0 0 0 0 0 0 55 8 5 0 0 0 14 2 3	0 0	0 100 100 0 100 0 0 100 0 100 400 0	... ... ... ... ... ... ... ... ... ... ... ... ... ...	0 0 0 103 4 0 99 12 1 10 8 0 26 4 0 5 4 0 0 0 0 0 0 0 16 0 0 104 15 3 141 12 0 838 11 3 201 5 0	0 7400 7400 600 1900 300 0 1800 500 9900 1100 0	... ... ... ... ... ... ... ... ... ... ... ... ...	6 4 0 178 5 6 185 7 7 17 1 1 120 0 9 70 15 7 51 12 9 129 9 9 16 0 0 71 8 2 197 4 5 750 11 0 216 7 3	0 0 0 0 0 0 0 0 600 0 0 0 0	... ... ... ... ... ... ... ... ... ... ... ... ...	0 0 0 103 8 9 105 2 7 0 13 3 100 13 11 0 4 8 0 0 0 177 0 3 16 0 0 51 8 2 107 5 5 647 9 4 8 3 9	0 7400 7400 600 1900 300 0 1800 0 9900 1100 0	... ... ... ... ... ... ... ... ... ... ... ... ...	6 4 0 71 13 9 79 5 0 16 3 10 19 3 10 70 10 11 51 12 9 0 0 0 0 0 0 0 0 0 89 15 0 103 1 8 207 3 6	0 47 5 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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# B.

ESTATES.	Date of administration.	Balance on 1st July 1906.				Receipts up to 31st December 1906.				Total.				Payments from 1st July to 31st December 1906.				Balance on 31st December 1906.			
		Government Securities.		Cash.		Government Securities.		Cash.		Government Securities.		Cash.		Government Securities.		Cash.		Government Securities.		Cash.	
		Rs.	Rs. A. P.	To Credit.	To Debit.	Rs.	Rs. A. P.	To Credit.	To Debit.	Rs.	Rs. A. P.	To Credit.	To Debit.	Rs.	Rs. A. P.	To Credit.	To Debit.	Rs.	Rs. A. P.	To Credit.	To Debit.
B																					
Bersick, A.—share count of the children of the deceased	15 Dec. 66	300		91 10 2	0 0 0	0		...		300		98 14 2		0		...		300		98 9 6	0 0 0
Batchelor, 2nd Lieut. C.	13 May 03	0		16 16 0	0 0 0	0		...		0		16 16 0		0		...		0		0 0 0	0 0 0
Batt, A. W.	5 June 04	5000		62 5 11	0 0 0	540		...		5500		5018 5 9		4900		...		600		128 9 2	0 0 0
Batten, Brevet Lieut.-Col. A. C.	16 May 01	0		2 11 8	0 0 0	0		...		0		2 11 8		0		...		0		0 0 0	0 0 0
Barter, Mrs. E. alias Burnett	2 April 81	23900		0 0 0	35 7 1	0		...		23900		544 11 8		300		...		23000		174 2 0	0 0 0
—, R.—life-interest account of Mrs. H. V. Baxter, widow of the deceased	23 April 83	0		5 9 11	0 0 0	0		...		0		5 9 11		0		...		0		5 9 11	0 0 0
—, Mrs. E. alias Burnett,—account of sale-proceeds of the Howrah property	2 April 81	3100		25 7 5	0 0 0	0		...		3100		79 11 5		0		...		3100		25 7 5	0 0 0
Beadel, O. J.—share account of the children of the deceased	9 Mar. 99	3400		72 8 1	0 0 0	0		...		3400		128 4 1		0		...		3400		120 2 6	0 0 0
Beauland, D. H.	14 May 03	0		6 1 6	0 0 0	0		...		0		6 1 6		0		...		0		0 0 0	0 0 0
—, share account of Mrs. Helen Beauland, deceased, mother of the deceased	Ditto	0		4 0 6	0 0 0	0		...		0		4 0 6		0		...		0		4 0 6	0 0 0
—, share account of C. A. G. Beauland, deceased, one of the children of J. G. Beauland, predeceased brother of the deceased	Ditto	0		0 5 10	0 0 0	0		...		0		0 5 10		0		...		0		0 0 0	0 0 0
—, J. W.—share account of Mrs. Mary Beauland, deceased, mother of the deceased	27 Jan. 74	0		84 15 4	0 0 0	0		...		0		84 15 4		0		...		0		0 0 0	0 0 0

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# B.

ESTATES.	Date of administration.	Balance on 1st July 1906.						Receipts up to 31st December 1905.						Total.	Payments from 1st July to 31st December 1905.						Balance on 31st December 1905.																																																																																																																																																																																																																																																																																																																																																														
		Government Securities.			Cash.			Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.		Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities.	Cash.	Government Securities



[illegible]



# B.

ESTATES.	Date of administration.	Balance on 1st July 1905.						Receipts up to 31st December 1905.						Total						Payments from 1st July to 31st December 1905.						Balance on 31st December 1905.											
		Government Securities.			Cash.			Government Securities.			Cash.			Government Securities.			Cash.			Government Securities.			Cash.			Government Securities.			Cash.			Government Securities.			Cash.		
		Rs.	Rs.	Rs.	To Credit.	Rs.	A. P.	To Debit.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.					
Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.	Bank or other stock, as well as bonds or other securities, not being Government securities.							
Bryan, Mrs. M.—share account of S. McGowan, one of the children of Mrs. M. F. McGowan, predeceased daughter of the deceased	24 Aug. 99	1100	...	...	112 3 3	0 0 0	...	100	...	0 0 0	1200	...	112 3 3	0	...	100 6 10	1200	...	112 3 3	0	...	100 6 10	1200	...	112 3 3	0	...	100 6 10	1200	...	112 3 3						
McGowan, one of the children of Mrs. M. F. McGowan, predeceased daughter of the deceased	Ditto	1000	...	...	105 3 9	0 0 0	...	0	...	0 0 0	1000	...	105 3 9	0	...	0 8 5	1000	...	105 3 9	0	...	0 8 5	1000	...	105 3 9	0	...	0 8 5	1000	...	105 3 9						
N. McGowan, one of the children of the late Mrs. N. G. McGowan, predeceased daughter of the deceased	Ditto	0	...	...	1 0 0	0 0 0	...	0	...	0 0 0	0	...	1 0 0	0	...	0 0 0	0	...	1 0 0	0	...	0 0 0	0	...	1 0 0	0	...	0 0 0	0	...	1 0 0						
B. McGowan, one of the children of the late Mrs. N. G. McGowan, predeceased daughter of the deceased	Ditto	1100	...	...	112 2 9	0 0 0	...	100	...	0 0 0	1200	...	112 2 9	0	...	100 6 10	1200	...	112 2 9	0	...	100 6 10	1200	...	112 2 9	0	...	100 6 10	1200	...	112 2 9						
D. McGowan, one of the children of the late Mrs. N. G. McGowan, predeceased daughter of the deceased	.....	1100	...	...	112 2 8	0 0 0	...	100	...	0 0 0	1200	...	112 2 8	0	...	100 6 10	1200	...	112 2 8	0	...	100 6 10	1200	...	112 2 8	0	...	100 6 10	1200	...	112 2 8						